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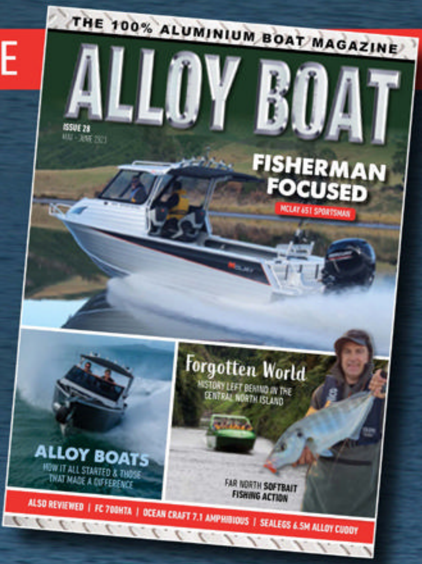

THE 100% ALUMINIUM BOAT MAGAZINE

ALLOY BOAT

ISSUE 28
MAY - JUNE 2023

FISHERMAN FOCUSED
MCLAY 651 SPORTSMAN

ALLOY BOATS
HOW IT ALL STARTED & THOSE THAT MADE A DIFFERENCE

Forgotten World
HISTORY LEFT BEHIND IN THE CENTRAL NORTH ISLAND

FAR NORTH SOFTBAIT FISHING ACTION

ALSO REVIEWED | FC 700HTA | OCEAN CRAFT 7.1 AMPHIBIOUS | SEALEGS 6.5M ALLOY CUDDY

PARTY BOAT
OR FAMILY BOAT?
BENNINGTON 25 QSB

Also Reviewed

ARTNAUTICA 60

NIMBUS T11

FATCAT 4500 CABIN

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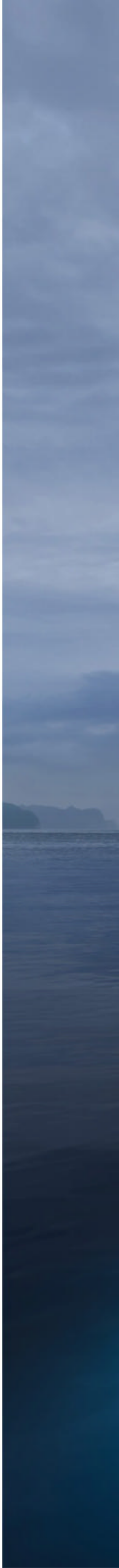

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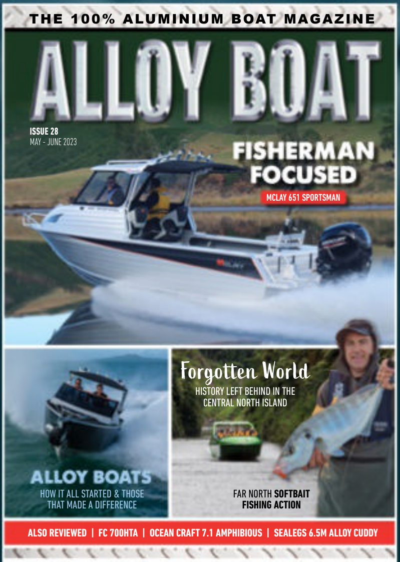
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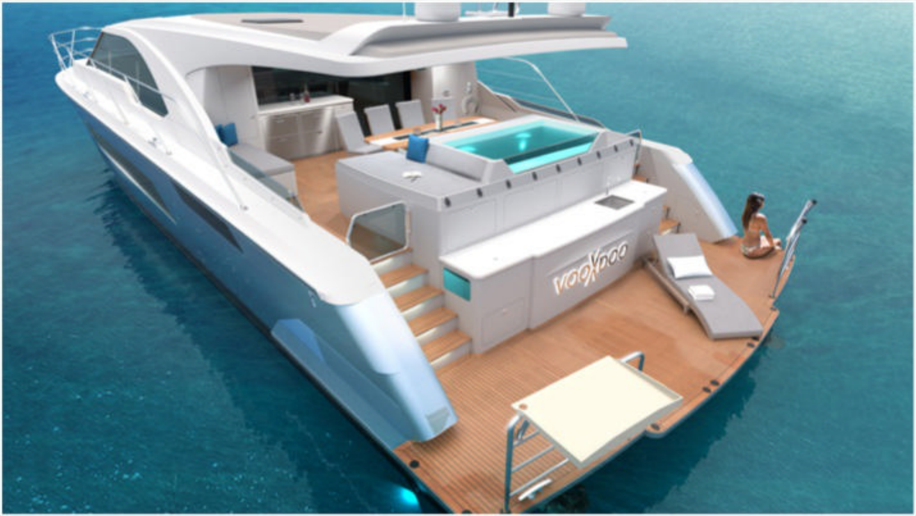
A LEAGUE OF HER OWN

Voodoo Yachts have announced a new model, the 23 meter long XF75. The all-new Voodoo XF75 forges a new motor-yachting standard with unmatched capabilities, performance, and an expansive range of features. With production of this flagship model of the Xpedition Foiler range commenced, Voodoo Yachts is raising the bar to a new level of what an adventure cruising yacht can be.



Designed and hydrodynamically engineered for serious all-round performance, the XF75 is the largest boat to date to employ the Xpedition Wing technology and Voodoo's hydrofoil assisted catamaran hull form for extreme fuel efficiency. The XF75 draws from the world renown success of the XF60, Voodoo Yacht's acclaimed model of hydrofoil assisted catamaran. Performance is not only extremely fast – cruising speeds of 30-37 knots and top speeds of 45+ knots – but also agile, comfortable and able to be maintained in rougher conditions than most yachts. Her head turning, elegantly aggressive sports styling personifies an unmatched power and performance capability.

Open up and relax in the XF75's large and spacious living areas, including multiple interior and exterior lounging and dining spaces, and a full-beam master suite. A large, open, main deck galley and extensive refrigeration caters for gourmet cooking and social inclusion. Customizable layout options include up to four generous staterooms, and an optional crew cabin or storeroom for long voyages, with modern and stylish interior design featuring high-quality finishes and materials. Two main deck layout options allow owners to craft their vessel to perfectly suit their lifestyle. Large windows throughout the yacht maximize natural light and views, fostering immersive connections to surroundings and providing comfortable and inviting living spaces.

An optional aft pool and daybed island and an extended aft deck add to the ultimate

> “Performance is not only extremely fast – cruising speeds of 30-37 knots and top speeds of 45+ knots – but also agile, comfortable and **able to be maintained in rougher conditions than most yachts.**”

entertainment space, sure to create unforgettable experiences. The cockpit can be easily enclosed and so is usable as an indoor or outdoor space. The area is also adventure equipped, boasting electric fold down rod lockers, a dive compressor and bottle storage lockers, a game fishing ready aft deck area, and a large garage for storing a tender and other aquatic toys. A versatile roof deck can serve as storage of a larger tender or as a touch and go helipad for up to an H130, opening up huge possibilities. Refuelling for the helicopter is available up to 3,000L in in-built tankage, further increasing your exploration and safety options. Despite her generous volume, excellent manoeuvrability and seakeeping make the boat easy to handle with just 2 people. The first hull, under construction currently, will feature HamiltonJet drives with a special shallow hydrofoil design and reinforced hulls, allowing the boat to be beached in remote territory such as the Kimberley. It also features adventure based systems engineering with high level of redundancy and even a dry generator which can run without seawater cooling when the boat is dried out.

VOODOOYACHTS.COM

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EDITOR'S NOTE _ **BARRY THOMPSON**

IS THERE A NEED FOR ***TWO BOAT SHOWS IN AUCKLAND?***

I left the Auckland Boat Show in late March with mixed feelings. Yes, it was a fabulous venue, and the idyllic weather undoubtedly helped it, but where were the people with money to spend? While those on the marina seemed to do well, with several big boats sold during the show, the same could not be said for most trailer boat exhibitors. According to NZ Marine, there were 116 boats on the water and around 250 on land, which is a record for both sectors.

"I spoke to quite a few exhibitors after the show, and most were complimentary about the show and pleasantly surprised with the results, reporting boats sold at the show and some very positive leads to follow up", says Peter Busfield, CEO of NZ Marine. However, it is not always about the number of people who attend. It is the quality and whether or not they are looking to spend money on a new boat, fishfinder, outboard or, in our case, a magazine subscription. It wasn't our best show for sales or subs, but we did okay.

Was it the time of the year or the sign of times? Over the years, there has been a lot of discussion about Auckland having two boat shows. While they are very different, one inland and one on the water, can Auckland sustain two shows? Our financial future as a country in the next 12 months is not looking positive, with interest rates rising and our cost of living skyrocketing. Boat sales from the first quarter of 2023 are at an all-time low, and predictions are 2023 will be a tough year. Most major boat builders are still in catchup mode, delivering boats ordered up to two years ago.

The on water Auckland Boat Show certainly has appeal regarding location, with Jellicoe Harbour and the ability to put boats on the water. Busfield says that the local and central government are keen to see the Jellicoe Harbour be developed as an exhibition centre and see the Auckland Boat Show and other marine-related activities, e.g. Sail GP, as an integral part of that vision. The Auckland Boat Show has not only been given a guarantee of space until 2028 but, as of next year, will also be able to include the Events Centre back into its exhibitor plans.

"We have a lot of room for expansion both outside, in marquees, the Events Centre and on the water, so the show could double in size without causing any space issues", says Busfield.

"The Auckland Show Grounds, where the Hutchwilco New Zealand Boat Show has been since 1956, is the only place in Auckland the show can be held in its current format", says organiser Dave Gibbs.

Taking up 30,000 sqm of exhibitor space, on an 8 hectare purpose built exhibition centre, it would be a tall order to transfer the entire Hutchwilco NZ Boat Show to Jellicoe Harbour and the surrounding area. However, never say never, as the development of the harbour area is always work in progress.

Dave Gibbs, says that the exhibitor space was all but sold out six weeks before the show and pre-purchase ticket sales are massively up on any previous year.

"We have been getting a positive vibe from exhibitors and the public, so seeing how it all pans out in the end will be interesting. It's all about marketing the marine industry and our exhibitors making sales, which the Hutchwilco NZ Boat Show always delivers on", added Dave.

Dave admits that despite his best efforts, getting larger non-trailerable boats to the show has been a logistical nightmare and cost prohibitive for the exhibitors. So essentially, the Hutchwilco has the reputation of being a trailer boat show with all the associated accessories, engines, etc., that go with boating. It should be pointed out that the trailer powerboat market is massively bigger than the non-trailerable powerboat market, which is a plus for the Hutchwilco NZ Boat Show. The glory days of the pool may never return, but it is still an exceptional show, and the marine industry (including us) does good business.

So, do we need two boat shows in Auckland? Right now, yes, it works, and exhibitors and Kiwi boating enthusiasts will have to make their own minds up as to which to support. I love both venues, but if I was, to be honest, the on-water arm makes a lot of sense and is the only way to exhibit launches and motor yachts. Will there be a consolidation of both shows? Not in the foreseeable future. Meanwhile, we will exhibit at both and encourage everyone to visit both shows as that way, you will be exposed to the very best of the local and international markets.

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PUBLISHERS COMMENT _ **DOUG DUKESON**

THE BEST SALES PITCH *I'VE EVER HEARD…*

Well here we go again – we are well into boat show season, with the Auckland Boat Show last month, now well under our belt and what a great show it was, with many new and returning subscribers signing up, along with marine products and boats small and more so large finding their way a little closer to new owners, despite the so called main media driven recession approaching, possibly why smaller craft did not get the sales normally generated from a show !!

For 35 years now I have attended boat shows all around the world, mixing with our readers, the industry and show patrons, it has always been enjoyable.

Being a 'salesperson' myself, it has always been entertaining listening from afar, the banter between the show patrons and salespeople.

The best sales pitch I've ever heard was at the Sydney International Boat show about 10 years ago, where a salesman saw 'Bob' heading towards his stand, as he had, for the last 4 years running, admiring the same model 50ft cruiser, as he had the previous years…

The salesman greeted Bob with his normal enthusiasm, although just a little more tired, after 5 years of Bob's same cyclic visits…

Salesman: How are you Bob?
Bob: I'm great thanks – the back is playing up a little, but I'm still getting around okay.
Salesman: That is great to hear. Are you still interested in our 50ft model?
Bob: Yes - do you mind of I take may friend here through for her to take another look?
Salesman: Yes… sure…

On completion of the tour…

Salesman: So what do you think Bob?
Bob: Yes I really like her, but think I might have to look at the numbers and perhaps make the call next year.
Salesman: Okay Bob. Bob, without being rude – just how old are you this year?
Bob: 73 why?
Salesman: Well, sadly my father passed away last year, at the age of 77.
Bob: I'm sorry to hear that…
Salesman: Thanks Bob, for me it helped bring things into perspective. Now, if you are to run with a similar lifespan, this would mean you would only have 4 more summers to enjoy your new boat….. can you afford not to buy your new boat this year???

One of the best sales lines I have heard. I think of this pitch often and actually place this thinking in decision making, in my own life at times.

We are now about to start gearing up for the Hutchwilco NZ Boat Show 18th–21st May, followed up by the Sanctuary Cove Boat Show 25th–28th May the following week.

Please wander by our stand and say hello – we have some great Subscription offers and offer subscribers the chance to **win a Engel Eclipse Chest Fridge Freezer valued at $1,345**.

Enjoy your latest copy – happy reading!

Doug Dukeson
Publisher

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XF66

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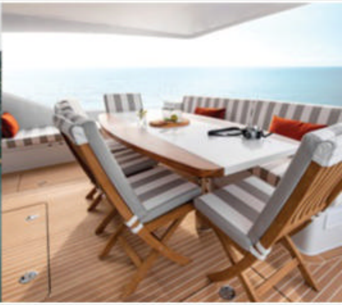

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GUEST COMMENT _ **NICHOLAS GLANFIELD, SEALEGS INTERNATIONAL GLOBAL SALES & MARKETING MANAGER**

ANOTHER *RECORD YEAR…*

Summer may be waning but if the results from the recent Auckland On Water Boat Show are anything to go by the glow of summer certainly has not faded. Sealegs International recorded another record year in FY23 topped off with over $1.5 million in sales at this year's four day event reinforcing the popularity of amphibious craft - both traditional Rigid Hull Inflatables (RIB's) as well as our ever popular all alloy craft.

The show also provided a wonderful launch pad for two new Sealegs models - the 3.8 meter amphibious electric tender (3.8T) for which we received a huge amount of interest, as well as the all-new Sealegs 6.5 meter Alloy Cuddy Cabin.

Looking back over past years we're delighted to see the overall market for amphibious craft has continued to grow every year since Sealegs started further proving the credibility of amphibious craft.

In line with industry trends, we continue to see increased interest in our larger format craft - the 9.0m and 12.0 m Cabin RIBs coupled with higher horsepower outboards (Yamaha's 425HP and recently announced 450HP) being top pick as well as configurations of large twin rig set ups. Additionally, the Sealegs 8.5M Alloy Cabin remains hugely popular particularly with our local NZ as well as Australian customers.

Today Sealegs are proud to offer the industry's broadest range from the 3.8M tender through to the range-topping 12M Cabin RIB, our luxury high-end model that continues to garner significant interest for both recreational as well as commercial applications.

In the commercial space Sealegs continue to experience significant interest from organisations looking at applications for our amphibious craft - be they transporting guests from cruise ships to remote islands, to emergency services to additional search and rescue craft destined for Asia.

In summary Sealegs continues to go from strength to strength with recent releases of two new models (with another on the drawing board) coupled with continual refinement of our proven amphibious models and strong local as well as international demand. As a key player in the local marine industry we remain committed to the New Zealand market place with our craft 100% designed, manufactured, built and tested here locally in New Zealand and after over 20 years in the business, and having recently signed our 1700th order, Sealegs are primatial placed to continue offering the industry's broadest range of tried and tested amphibious craft.

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Photo by Dan Jones Boat Life

HYDROLIFT

A WELL-KNOWN NORWEGIAN PREMIUM MANUFACTURER OF PERFORMANCE DAY BOATS IS NOW AVAILABLE IN THIS END OF THE WORLD....

Since 1985, Hydrolift from Norway has chosen to do things differently. It has challenged convention and continually delivered innovative designs that have been game changing.

Its owner and designer, Bard Eker knows a thing or two about going quickly in boats, and how to make them that way. He is a former winner of the Class One Offshore Powerboat World Championship, he is also a key influence behind the ground-breaking Koenigsegg supercar and this experience in world-beating design coupled with a drive to succeed forms the DNA of Hydrolift. As the name Hydrolift suggests, it chose to adopt the twin step hull that provides lift and a more comfortable driving experience and at higher speeds, than would normally be attained by a conventional day boat. A challenging 80 knots is perfectly attainable with triple Mercury outboards.

The ability to create such performance was a result of an evolved hull design originating from the innovations made through Hydrolift's rich history in offshore powerboat racing.

Australasia now gets to benefit from this Nordic powerhouse of design and innovation with the delivery of the X-Series performance day boat range which consists of five models.

Hydrolift has made a strong commitment to the Australian market with an ample supply of boats being made available from Ocean Boats (NSW, VIC, SA, WA) and Geoff Lovett International (QLD).

There's no wait list right now, except for the X27 which is on order. Good news for those keen to get out on the water today. Every model has been specified for the Australian market with factory fitted T-tops providing additional shade, U-DEK® marine decking, 12v/240V power and increased capacity cooler boxes ensuring no one will run short on beverages.

> "We are delighted to be appointed by Hydrolift to offer the X Series range, which we believe will capture the attention of anyone seeking a day boat at the next level. Not only do these boats boast a **stunning quality** of finish and **practical liveability,** but the way they perform is **simply extraordinary"**
>
> **SHANE MAY**
> OCEAN BOATS

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Whilst each boat offers the unparalleled thrills of speed and agility through the special hull design and race-bred driving dynamics, its benefit of incredibly low drag also offers low fuel consumption and increased range.

Seating is switchable to allow all passengers to face forward, the hull has evolved with an exceptionally high freeboard for added comfort and safety, and cleverly hidden practical features such as galley stations and storage bins all create onboard space maximised to create usable areas for socialising and relaxing ensuring each boating experience is a memorable one.

For all further information please contact

Shane May at Ocean Boats
Ph 0409 838 498
shane@oceanboats.com.au
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X26 S

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VF23:

The first boat expected to be exhibited in May at the Hutchwilco NZ Boat Show is the 23FT fishing cruiser. The new addition to New Zealand market will surely create a wave of interest for the Kiwi fishing enthusiast.

The VF23AZ is an inboard fiberglass boat that Yanmar believe will fit into the medium boat market with plenty of space for fishing. Equipped with their own Yanmar Diesel Engine 4JH3 series, this stern drive model can even do beach-landing as it can be fully tilted up.

The hull design has a unique property that is not often seen, with a deep entry to the fine keel, we look forward to getting out on the boat after the show for a full review.

This design resembles a common center console boat, but with added protection from the wind and elements, due to an enclosed cabin design, offering protection from any sudden change in the weather.

Even with this smaller sized vessel in their range, the cabin is equipped with hidden toilet and offers space for 2-3 people to bunk down.

VX30:

A larger version is also going to be available, the Yanmar VX30B fishing cruiser will make its debut in the Australian market, launching at the Sanctuary Cove International Boat Show just one week after the Hutchwilco Boat Show.

The Yanmar VX30B could be an option for Australian and Kiwi boaters looking for a compact and maneuverable vessel offering a comfortable boating experience. With its sleek design and many advanced features, Yanmar believe the boat will suit exploring Australia's beautiful waterways, whether fishing, cruising or simply soaking up the sun on the broad water.

Yanmar feel, one of the standout features of the Yanmar VX30, is its powerful and efficient engine. Powered by the ever reliable Yanmar 8LV-350 diesel engine offers reliability and performance, the VX30B is reported to be very fuel-efficient, allowing more time on the water and not at the pumps.

The VX30 comes equipped with a bow thruster, making it easy to navigate even the most challenging waterways.

The vessel features a spacious cockpit and cabin, with ample seating and storage for all your gear. The cabin is also fully air-conditioned, providing a comfortable retreat from the heat on those hot summer days.

Yanmar believe the VX30 Boat to be an excellent choice for anyone looking for a versatile, high-performance, and comfortable vessel. Whether you're an avid fisher person, a weekend cruiser, or a water sports enthusiast, this boat is said to exceed your expectations. With this model, we again look forward to getting out on the water and coming back with a review in a future issue.

YANMAR.COM/GLOBAL/RECREATIONALMARINE/PRODUCTS/RECREATIONALBOAT/

For those who are interested in becoming part of this exciting Yanmar adventure, Yanmar still have openings for boat dealer appointments in Asian-Pacific countries. For further information, please refer to the link or QR Code on the right:

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ACTION PACKED SANCTUARY COVE INTERNATIONAL BOAT SHOW *RETURNS THIS MAY*

Tickets are now on sale for the 2023 Sanctuary Cove International Boat Show (SCIBS) from May 25 to 28 at the stunning waterfront location of Sanctuary Cove on the Gold Coast.

Attracting more than 45,000 attendees and 300-plus exhibitors, SCIBS is the Southern Hemisphere's marquee marine event, showcasing more than 600 boats and over 1,000 marine products across four spectacular days.

There's so much going on at SCIBS 2023 you'll almost need a jet ski just to keep up! Exhibitor space is sold out, with every inch of the Sanctuary Cove precinct covered in everything the marine world has to offer. Loaded with motor yachts, sailboats, pleasure craft, gear and gadgets, this year's Show promises something for everyone, with a host of national and international product launches, and exciting displays with everything from superyachts to fishing tinnies, SUPs to eFoils, boat accessories to water toys.

Now in its 34th year, SCIBS has grown to become Australia's largest and most respected marine showcase.

The Show's reputation both in Australia and around the world makes it one of the most highly anticipated events in the marine industry.

Early bird ticket holders will go in the draw to win a luxury escape to the InterContinental Hayman Island Resort in the heart of the Great Barrier Reef valued at over $5,000. Free Park 'n' Ride services will be operating from Warner Bros. Movie World, using a fleet of air-conditioned coaches, and there is also limited onsite parking at Sanctuary Cove, available to pre-purchase online with tickets.

The 34th Sanctuary Cove International Boat Show (SCIBS) is on from May 25-28, 2023.

SANCTUARYCOVEBOATSHOW.COM.AU

Top Catch Master Class presenters Daniel Tiria

$300,000-plus *Surtees/Yamaha Grand Prize*

HUTCHWILCO NEW ZEALAND BOAT SHOW PROMISES ***PLENTY TO SEE, DO & WIN***

Visitors to this year's Hutchwilco New Zealand Boat Show, at the Auckland Showgrounds on May 18-21, will have lots to see and do and plenty of chances to win, with an amazing collection of great prizes on offer.

As well as showcasing all the very latest boats and boating and fishing gear, this year's show will offer Kiwi boaties and fishers the chance to win the most valuable prize ever offered at a boat show. Worth an astonishing $300,000-plus, the Surtees/Yamaha Grand Prize consists of a 30th Anniversary Edition enclosed cabin Surtees 750 Game Fisher, a 250hp Yamaha 4-stroke V6 outboard, a Yamaha Helm Master EX boat control system, a GFAB double-axle braked trailer, over $20,000 of Garmin electronics and a boat-load more!

Visitors to the show will also be able to win Viking family kayak packages, Mac Boats, and a whole host of other prizes simply by visiting those stands and registering their interest. Those keen on improving their fishing will be able to learn new tips and techniques from some of New Zealand's top fishers in the free Top Catch Master Class presentations.

There will be plenty of fun and excitement for the kids (and more chances to win!) in the Fishing & Adventure Fan Zone and, for those keen on a challenge, the popular Haswing Trolling Motor Challenge will be running in the Hutchwilco Pool (with a $15,000 Zodiac prize package going to the winner). The show's unique Coastguard No Reserve Auction will again offer visitors the chance to score a bargain, while doing their bit to help the Charity Saving Lives at Sea.

To get to the show, and give themselves the best possible chance of winning that amazing Grand Prize, people can now buy their tickets on line at www.boatshow.co.nz. All tickets bought on-line come with a second, bonus entry into the draw for that $300,000-plus Surtees/Yamaha Grand Prize (effectively doubling the chances of winning) AND also automatically go into a separate draw to win a fully kitted out powered Viking Profish Reload kayak package, worth over $8000.

Tickets will also be available at the gates throughout the show, which is open from 10 to 6pm daily, with a late night, until 8pm on Friday, May 19. Tickets are $25 for adults, with children 16 and under free.

BOATSHOW.CO.NZ

POSITIVE AUCKLAND BOAT SHOW

“It’s all good news,” said one exhibitor, when describing the Auckland Boat Show, which ran over four sunny days.

Reports of strong sales, quality attendees and a public ready to purchase have set the tone for the return of the Auckland Boat Show, which ran from 23 to 26 March in sunny Auckland conditions. At the first Auckland Boat Show since 2019, the fully-booked event allowed exhibitors to display 112 boats, and more than 500 marine brands in a central Auckland location. “Being our first Auckland boat Show, we were unsure as to the attendance and quality of attendees, but it’s surpassed our expectations and we’ve done better here than at our last Sydney show,” said Stephen Tritton, of Water Makers New Zealand. For the first time the show also featured cars alongside the yachts and boats on display, with Bentley and Aston Martin joining the line-up. Kennedy Point Marina had a very successful boat show campaign. The new marina on Waiheke island is due for completion later in the year and numerous sales and leads were achieved at the show. Only a handful of unsold berths remain. The team from Hutchwilco reported a steady show with the new Jellicoe Harbour layout paying off. “The show was easy to move around, with a bigger footprint than ever before and layout that made the most of its central city location.” Exhibitors have reported strong trading across the range of marine displays; from berths to large yachts. As the central Auckland location has filled with boats, sea trials and suppliers, the boating public has demonstrated a strong appetite for new marine purchases. “We were blown away,” says Alisha Hickling of Sevenstar Yacht Transport, speaking of customers who snapped up the last spots on a European-bound yacht transporter leaving in just ten days. “It feels like everything has ramped right back up again, boats are moving and the industry is out in full force.”

New Zealand boat builder, Elite Marine Design has found the show full of visitors appreciative of the company’s custom designs. “We sold a 16 metre directly from the show on Friday, to a visitor who had come to the show from out of Auckland’ says Elite Marine’s Bill Upfold. “The show has been really good with steady genuine enquiry throughout the weekend,” says managing director of Pinnacle Marine European Ltd, Azimut and Elan, Grant Saunders. “We are also pleased to announce that we sold a boat at the show to a new client.” Whakatane yacht builder, Legacy Marine launched its three New Zealand-built Legacy Motor Yachts to the public. “The number of people who have looked through them has been amazing and Jellicoe Harbour has proven itself as the ideal venue for a great event. All we’d change is more space to store shoes while onboard as we were not prepared for the amount of shoes the pontoon would hold as people explored the boat!” Central Auckland has been transformed into a boater’s paradise with the largest collection of luxury yachts seen in New Zealand, as well as a sea trial marina, and marquees full of New Zealand marine companies after a hiatus of the boat show since 2019. In the on-land section of Jellicoe Harbour formerly filled with America’s Cup bases, rows of trailer boats are providing fodder for a public hungry for the boating lifestyle.

AUCKLAND-BOATSHOW.COM

PRINCESS
PRINCESS

EXHIBITORS LINING UP FOR ***2023 SYDNEY INTERNATIONAL BOAT SHOW***

Australia's boating lifestyle event is set to run from 3 to 6 August 2023 at the ICC Sydney and Cockle Bay at Darling Harbour, attracting many recognised and respected boating manufacturers, suppliers and retailers.

Major exhibitors who are already locked in to showcase the latest innovations on the water include Australian Superyachts, Clipper Motor Yachts, Cobalt of Australia, Collins Marine, Iliad Catamarans, Multihull Solutions, Short Marine, Sundance Marine, The Yacht Sales Co and Whitehaven. Trailer boats, water sports and inflatable craft will have a prominent presence at the show, the latest engines, marine technology and gear & gadgets will also be on display.

Always a popular exhibitor, Nautique Central will present the all-new GS range of Nautique boats at this year's show but is remaining tight-lipped about the launch of a new brand. Also confirmed for the show this year is long time exhibitor, Webbe Marine. Their passion for aluminium powerboats has led them to represent two of the most prestigious brands – Sailfish Catamarans and Stabicraft Boats. On display for the first time at the show will be the new Stabicraft 2250WT-this vessel has already won an international design. With marine technology leading the charge in innovation, Coursemaster Autopilots will showcase KVH's new TracNet terminals which include integrated satellite, cellular and Wi-Fi signals all rolled into one. With almost 5 million people enjoying thewaterways each year in Australia, the Sydney International Boat Show will feature plenty of boating and marine education, and entertainment as well. Fishing masterclasses, adventurer displays and on-water equipment demonstrations are just a few of the many activities included with an entry ticket.

SYDNEYBOATSHOW.COM.AU

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RIVIERA FLEET HEADS TO *SANCTUARY COVE*

The Riviera Fleet heads to Sanctuary Cove for their only Australian Boat Show Display for 2023.

Australia's luxury motor yacht builder, Riviera, will host celebrations and their exclusive owners' festival as part of a spectacular 11-model showcase at the 2023 Sanctuary Cove International Boat Show beginning on May 25. Riviera Australia owner Rodney Longhurst said: "Our massive showcase at Sanctuary Cove will be Riviera's only boat show display in Australia in 2023."The showcase will feature the World Premiere of a yet-to-be-announced new motor yacht at the show. The Riviera Festival of Boating will be held on water aboard multiple Riviera yachts and workshops will be held aboard the Riviera YOT Club that will also be the social heart of the Festival located within this year's huge showcase. Riviera owners are exclusively invited to participate in a comprehensive program of boating educational and training workshops, including ladies' skippers, mastering knots lines and hitches, offshore seamanship, understanding radar, navigating the Whitsundays and onboard power systems management, all created to encourage Riviera owners and their families to enjoy their boating experience with Riviera.

RIVIERAAUSTRALIA.COM

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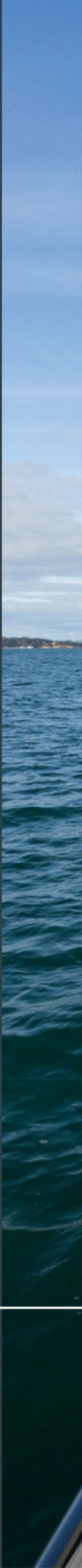

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CPC GROUP GROWS IN STRENGTH

The CPC group continues to grow with three new members.

Established in 1997, the NZ Marine Coastguard New Zealand approved CPC programme has grown to include twenty of New Zealand's top trailer boat manufacturers, producing a range of fiberglass, aluminium boats and RIBs. The programme sets standards for materials and structural design, fuel and electrical systems, bilge pumps, safe on-the-water performance and offers a two-year structural guarantee. The CPC programme is unique in that an independent marine surveyor visits and audits each approved manufacturer annually to make sure the boats are built to the high-quality CPC standards for safety. The newest CPC members include Whitepointer Boats, Frewza Boats and Kingfisher Boats. **CPCSTANDARD.COM**

DOMETIC OCEANAIR ***PRECISIONRISE***

Dometic have launched their latest roller blind platform designed specifically for use on board marine craft - the Dometic Oceanair PrecisionRise.

The new PrecisionRise system features a unique control mechanism allowing users to easily set and secure the blind at any given height without the use of any cords. The new roller blind system is set to further enhance the onboard boating experience, allowing users to easily control light, UV and their privacy all through a simple and secure control system that allows them to position the blind at any given height, without the need for any visible cords or intrusive control cables. This advanced customisable blind comes in a variety of hardware colours, fabrics and hem bar options. During its development, the new locking mechanism was tried, tested and adapted to withstand movement out at sea and resist any environmental changes that may cause components to expand or contract, which could then affect the positioned height of the blind. The PrecisionRise is now available to order via Dometic sales representatives and local distributors. **DOMETIC.COM**

GEAR ***HUGGER***

Now available in New Zealand, Gear Hugger cleans, restores, lubricates and protects without harming the planet thanks to an eco-friendly formula that is plant-based and non-toxic.

Gear Hugger has 1001 uses from removing the oiliest goo, shining your scuffed shoe or keeping cogs, gears and in fact almost any mechanical products well lubricated. Two spray distributions, wide mist or concentrated mist mean you can shape the spray to suit the job. Tests show that Gear Hugger has 3x the lubricating power of the leading petroleum brand! As a cleaner, Gear Hugger breaks down the heavy grease, grime and dirt from engines or appliances. It's the high-performance plants (or bio solvents) that make it strong enough to work quickly, yet is safe enough for most surfaces. Gear Hugger smells like natural, earthy, cooking oil, unlike petroleum-based lubricants because it is made with natural, plant-based oils! You can use Gear Hugger on all metals like aluminium, copper, brass and steel. It can be used on high density rubber and plastic, and most man-made surfaces such as linoleum, MDF and countertops. Gear Hugger can be used to polish most wooden surfaces. It pays to re spray every three months for best results. Unlike a lot of other lubricants, Gear Hugger products are free from petroleum, PTFE, VOCs and other toxins so they are biodegradable and safe to use around pets, kids and gear-loving grown-ups. Gear Hugger is available in 11g or 85g cans. **TENOB.CO.NZ**

BUSY MARCH FOR THE ***ADMIRAL BOATS TEAM***

Steve Clement the man behind Admiral boats and his team, recently took his Admiral 10m Sports Cruiser down to the Kubota Fishing Tournament in Whitianga.

Just a week before the Auckland Boat Show. The team won heaviest Tuna with a 67.9kg yellowfin – the following week she was polished up and displayed in as new condition.

The week after the show, boat #5 named Newton's Law was launched, something a little special this time up with a full teak interior and UDEC exterior flooring throughout.

Steve reports, "We're just getting started on #6, and have #7 lined up which is going to have a whole new deck/transom mould made, changing from the current island unit and boarding platform, and extending that out, to the back of the hull, to a more game fishing set-up giving much more cockpit fishing space." We look forward to seeing and reviewing this beauty. **ADMIRALBOATSNZ.COM**

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AZIMUT LAUNCH *SEADECK SERIES*

Italy's Azimut Yachts has launched a new range of sustainable yachts under the Seadeck brand.

The new Seadeck series will initially comprise three models –the 18.3m (60ft) Seadeck 6, 21.3m (70ft) Seadeck 7 and the 24.4m (80ft) Seadeck 8. They will be the most sustainable and fuel-efficient yachts that Azimut has ever built. All models in the Seadeck range will have low-emission, full hybrid propulsion systems, lightweight carbon fibre, advanced hull designs, sustainable materials, and a battery-solar panel combination. The aim is to achieve a minimum of 30% less fuel consumption at a range of speeds and a 40% decrease at other times. The relevant lower emissions which this produces will be well in advance of the IMO's target for 2030.The Seadeck design combines sustainable materials and low emissions with outdoor living and meets the ambition to bring such a lifestyle change to smaller vessels that Benetti has already introduced with its Oasis models. "We have shown the models to a number of European dealers and so far 15 orders have been received. Of the 15, 10 are for the Seadeck 6 and five for the Seadeck 7. They are all sold to European buyers" said Marco Valle, Azimut-Benetti group CEO. As to their debuts, the Seadeck 6 will premiere at boot Düsseldorf in January 2024, the Seadeck 7 at Cannes in September 2024, and the Seadeck 8 at Cannes in September 2025.

PINNACLEMARINE.CO.NZ

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HIGHFIELD BOATS AUSTRALIA TO HOST *DEBUT OF THE SPORT 660 AT THE SCIBS 2023*

At the upcoming 2023 Sanctuary Cove International Boat Show, Highfield Boats Australia will host the Australian debut of the all-new Sport 660, a 6.6-metre offshore dayboat. This mid-sized family RIB with a super-deep-V hull is perfect for exploration, water sports and days on the water.

The new Highfield Sport 660 boasts a hull with a deadrise angle of 26-degrees, integrated under floor fuel tanks, EVA teak flooring and family-friendly features such as cushioned seating, sundeck, plenty of storage, swim platform with ladder and shower kit. A bimini is one of the optional extras that make this RIB the choice for "a casual cruise, water sports or offshore adventures," explains CEO, Julien Carussi. "Like all of our boats, the 660 Sport features leading edge hull design offering an exceptional ride in just about any conditions. The deep V ensures that the boat rides smoothly whilst also limiting any water coming onboard when underway or at rest."

Rated for up to 13 people, the 660 Sport is powered by a 175hp engine with 140 Litre fuel capacity.

The Highfield line-up at SCIBS 2023 will also include the popular Sport 560, versatile Patrol 660 and 460 models, and from the Classic range, the 380GT, 360FCT and 340, along with models in the Ultralite and Roll Up ranges.

"Sanctuary Cove is a great event for us as we highly value feedback we get from the Australian customers as they are using our product all the time, and in a lot of cases, in testing conditions".

HIGHFIELDBOATS.COM.AU

AAKRONXPRESS.CO.NZ

CEO Julien Carussi and Highfield Boats Australia Peter Pembroke

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APPOINTMENT

Andrew Clynes joins Tenob

Well-known marine identity Andrew Clynes has joined the Tenob Wholesale Marine sales team. Andrew has a long and extensive history in the marine industry, with his skills well suited to his new role with Tenob. “Andrew brings a lot of experience and expertise to the company that will help better serve the needs of our clients” says Danny Bassi, MD of Tenob Wholesale Marine.

“I am passionate about boating, being on the water and being involved in the marine industry gives me an understanding of what it takes to deliver products and services to ensure safe and enjoyable activities, all while minimising the impact environmentally,” says Andrew. With over 30 years of experience, Andrew says he never stops learning, and when it comes to the marine industry, there is still a great deal to learn. “One thing that attracted me to Tenob is their diverse product range catering to such a broad spectrum of the marine industry. They have a product to suit everything from kayaks and dinghies to large motor yachts. I look forward to working with the Tenob Wholesale Marine team to provide the service you would expect from this well-respected New Zealand based operation”, says Andrew.

TENOB.CO.NZ

APPOINTMENT

ENL has appointed Mandy Smith as the new National Sales & After Sales Manager.

Electronic Navigation Ltd (ENL) has appointed Mandy Smith as the new National Sales & After Sales Manager for ENL Group. Widely known in the industry, Smith has worked in the New Zealand marine sector for over 20 years, most of which has been with ENL in sales roles. She has spent time as a sales representative, liaised with large vessel new build projects and their respective yards, as well as marketing and procurement roles. She has also been fortunate to visit Furuno Japan for classroom and on water product training.

Originally from Tutukaka, Northland, Mandy’s passion for the marine environment stemmed from having been raised in a water focused family with early memories of helping her father with Marlin Tagging records during school holidays and long trips away on his old Kauri Launch with its Furuno paper sounder. “I love the industry and particularly the advancements in Furuno and WASSP technology and am very excited to be returning to a more sales focused role at ENL,” said Smith.

ENL’s head office is located in Glenfield, Auckland, with an extensive dealer network across the North and South Islands. ENL also has a secondary branch in Nelson which supports the South Island’s commercial fishing industry. **ENL.CO.NZ**

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APPOINTMENT

ELECTRICAL SYSTEMS

Greg Theron appointed as L&B's new Commercial/Leisure Manager.

Experienced power systems, telecommunications and home/commercial automation expert, Greg Theron, has been appointed as Lusty & Blundell's new Commercial and Leisure Account Manager.

Greg brings with him an extensive technical and solutions-based knowledge in important areas such as remotely managed smart power control, off-grid and solar power and communications systems, reliable, multiple-redundancy back-up systems and remote internet and communications solutions.

"My customers know that I believe in the products that I am recommending to them and know that I genuinely believe that those products provide the very best solutions for their situation."

LUSTY-BLUNDELL.CO.NZ

AKZONOBEL HAILS HALF A CENTURY OF *AWLGRIP*

AkzoNobel is marking the 50th anniversary of its world renowned Awlgrip brand with activities throughout the year to celebrate how it has become synonymous for unrivalled quality and performance with an amazing high gloss finish among professionals and boat owners worldwide.

Awlgrip originated out of an Aerospace coating, Alumigrip, in 1973. The evolution of Awlgrip has been defined by a restless spirit of innovation to meet the changing boat building technologies, repair and application processes, being ahead of regulatory changes, and to deliver an extensive colour palette that meet consumer demand and expectations.

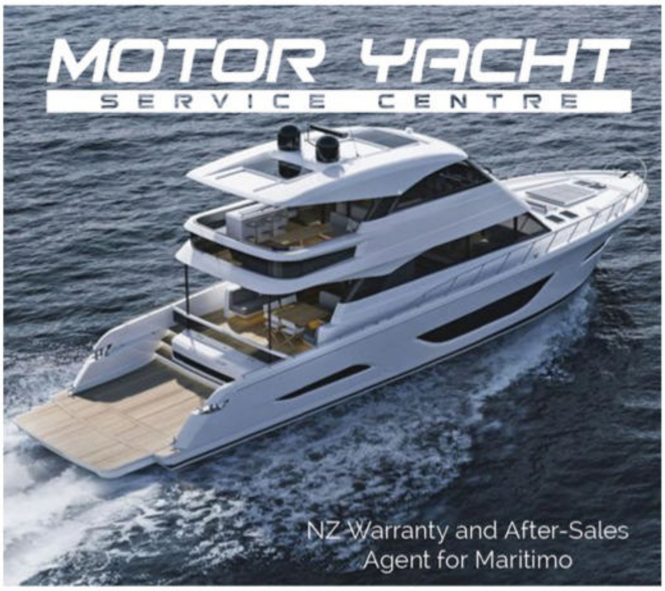
A dedicated webpage on Awlgrip.com charts the history of the brand and unearths the fascinating hidden stories behind its evolution. One story reveals that the product was initially conceived to be spelled 'Allgrip', but a transcribing accident saw it referred to as Awlgrip, with the name sticking ever since.

Over the five decades since its inception, the Awlgrip range has expanded to encompass finishes, primers, fillers and varnishes, becoming a world-class brand that can be found in almost every port and country around the globe. Its market presence is reinforced by industry leading sales and technical teams that educate and support applicators, builders and boaters the world over.

Activity around the celebrations will include amplification of technical and customer support across their social media and digital channels, with promotional activity at key fall boat shows such as Sanctuary Cove International Boat Show, Monaco Yacht Show, METS Tradeshow and Fort Lauderdale International Boat Show.

AWLGRIP.COM

50 AWLGRIP EST. 1973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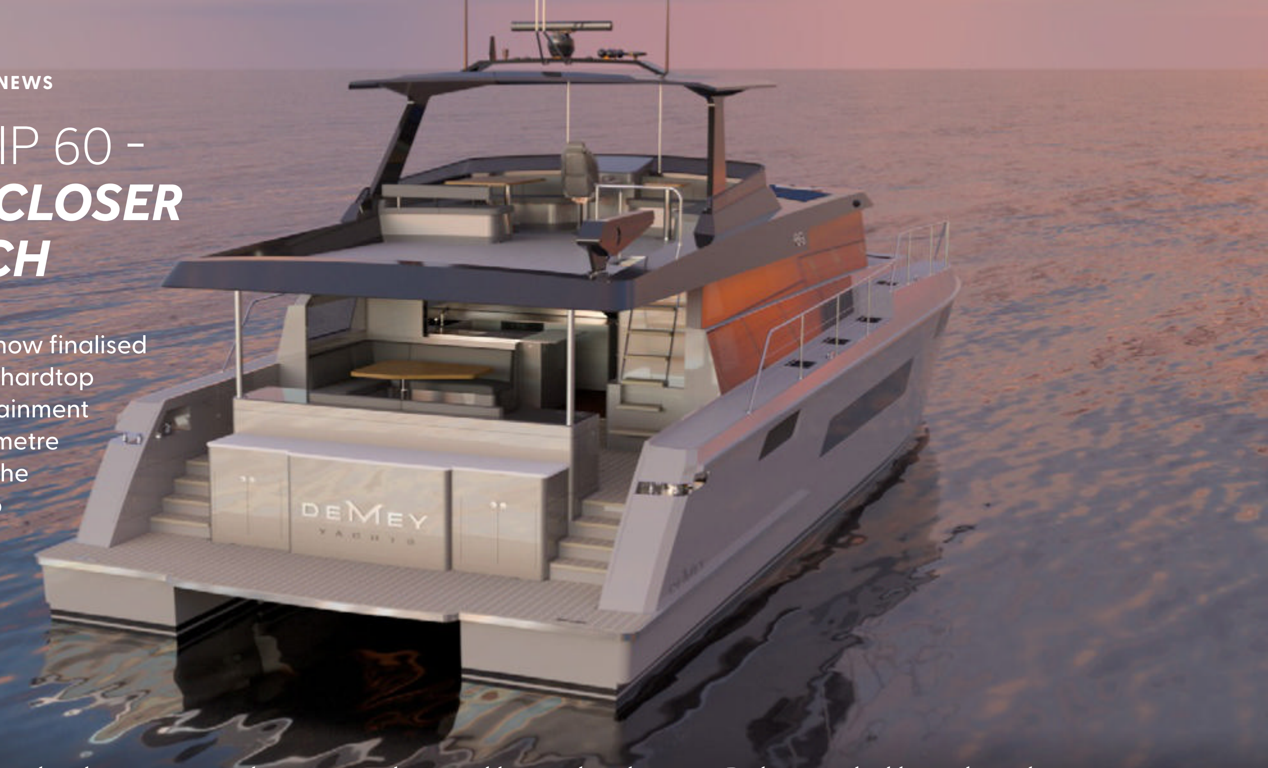
SPACESHIP 60 - *GETTING CLOSER TO LAUNCH*

DEMEY Yachts have now finalised the design of a fixed hardtop and flybridge entertainment area on their two 18 metre builds. Codenamed the SPACESHIP 60 due to the vast amounts of interior and exterior space.


DEMEY
YACHTS

The flybridge design on these boats will be unique; not only do you have a large forward entertainment area with two wrap-around settees separated by a centreline helm station, but you also have the ability to store water toys such as paddleboards, kayaks or small sailboats within a 26 m2 area on the rear deck. This is very beneficial when you reach your destination, with guests able to explore the destination surroundings with ease.

The custom designed 3.8 meter carbon tender catamaran is housed in its own tender garage under the lower cockpit floor, with an innovative launching system making retrieval and launching a one-person operation.

Both current builds are identical, one to remain in NZ and the other heading to Sydney, Australia. The Spaceship 60 is available as a semi-production build with the next available build slot in November 2023. Contact office@nicdemeyyachts.com to book a build tour.

NICDEMEYYACHTS.COM

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THE YACHT SALES CO NOW MARITIMO'S EXCLUSIVE SOUTHEAST ASIA DEALER

The Yacht Sales Co will represent Maritimo in Singapore, Malaysia, Philippines, Indonesia, Thailand and Hong Kong.

75
Maritimo

The appointment is a step in The Yacht Sales Co.'s growth in the Asia Pacific region with numerous sales centres now established in Australia, New Zealand, the Pacific and in multiple locations across Southeast Asia.

The Yacht Sales Co CEO Mark Elkington said the team was honoured by the appointment and look forward to assisting Maritimo with its development and future growth in the region. Maritimo managing director Tom Barry-Cotter said the new partnership was a wonderful way to launch the brand's 20th anniversary celebrations. The Yacht Sales Co. is well established in the region, having enjoyed a long-standing presence with sister company, Multihull Solutions. Mark Elkington said there was exciting potential for Maritimo's growth in Southeast Asia with strong demand for larger luxury motor yachts.

"We will also be opening a new sales facility in Hong Kong later this year, resulting in a total of seven sales centres in the region," he said. Maritimo offers luxury motor yachts in three distinctive ranges: the M-Series Flybridge, the S-Series Sedan and the new Offshore Series.

YACHTSALESCO.COM

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AKZONOBEL LAUNCHES ***AWLCRAFT 3000***

AWLGRIP
FOR PROFESSIONAL USE ONLY
AWLCRAFT 3000
CLEAR BASE
ONE U.S. GALLON (3.785 L)

AkzoNobel's Awlgrip yacht coatings brand is launching Awlcraft 3000, the latest Awlgrip topcoat to feature enhanced colour technology delivering truer and deeper colours for professionals and boat owners.

The new Awlcraft 3000 system uses the same utoner system as is used for Awlgrip HDT, developed specifically for professional use, the system is coupled with AkzoNobel's suite of digital colour matching tools that support owners in finding the right colour for their boat.

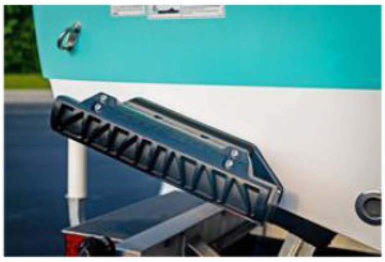
Sharing the next generation colour platform with Awlgrip HDT means it offers a deeper, truer and more consistent colour performance, while retaining the long-lasting, high-gloss finish that its Awlcraft 2000 predecessor is celebrated for.

It also shares the tried and trusted application characteristics and repairability that have made Awlcraft 2000 such an essential part of an applicator's toolbox worldwide for over 25 years.

The launch of the new generation topcoat and clear coat comes in a landmark year for Awlgrip, in which it will celebrate its 50th anniversary. At launch, the Awlcraft 3000 Clear Coat and a set of ready-mixed colours will be available for the Asia Pacific, European, and North American markets that include the popular colours of: Snow White, Flag Blue and Extreme Black. **AWLGRIP.COM**

SEAKEEPER LAUNCHES ***RIDE PRODUCT***

Seakeeper has announced it is introducing its Seakeeper Ride tab system as an aftermarket product for refit installations.



Introduced in August 2022, the company's Ride tab system was initially provided to boatbuilders only as an OEM part. Seakeeper's Ride tab system works with non-stepped, planing fibreglass monohulls from 6m-11m.

"Since our launch, we've been badgered by boaters asking when Seakeeper Ride will be available for refits," says Seakeeper president and CEO, Andrew Semprevivo.

"Our team has worked hard to ramp up production and ensure our dealers can meet the demand and provide the appropriate support."

Three blade sizes are available: Seakeeper Ride 450 for boats 6m-8m, Seakeeper Ride 525 for boats 8.5m-9.5m and Seakeeper Ride 600 for boats 10m-11m.

The company says it will roll the product out to the refit market, initially focusing on the US as it delivers corresponding dealer training, with plans to expand the rollout internationally in the near future.

SEAKEEPER.COM

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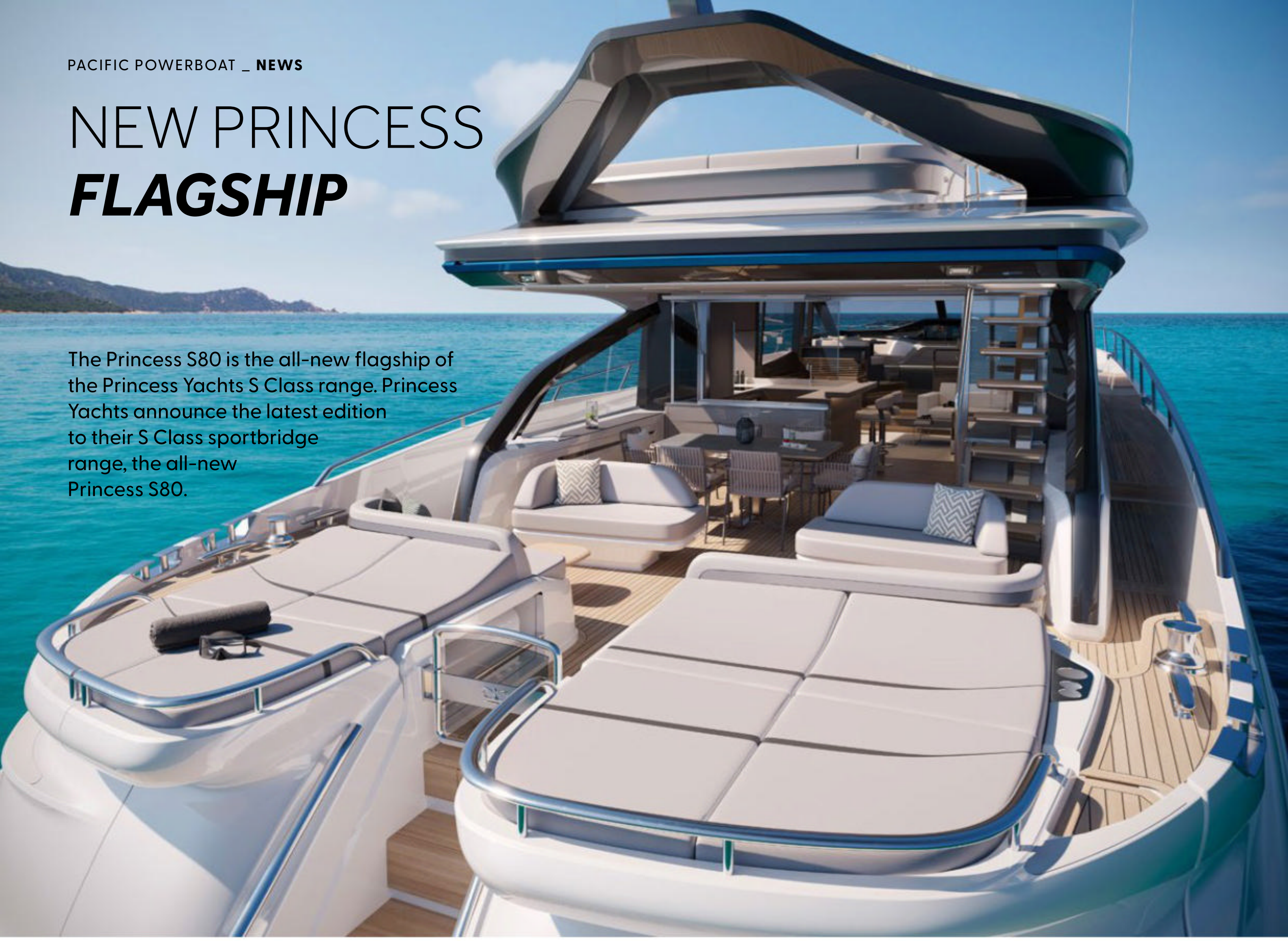
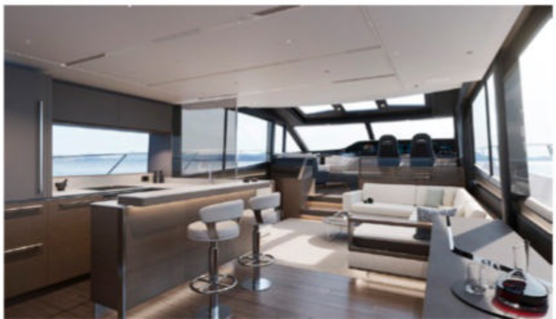
NEW PRINCESS *FLAGSHIP*

The Princess S80 is the all-new flagship of the Princess Yachts S Class range. Princess Yachts announce the latest edition to their S Class sportbridge range, the all-new Princess S80.



Featuring Princess' latest sweeping design language, the S80 is designed by the in-house Princess Design Studio in collaboration with naval architects Olesinski and Italian design house, Pininfarina. The versatile layout of the all-new S80 allows her to be managed as an owner operated vessel with a vast open saloon and raised helm or discreetly crewed, with the option of an enclosed helm plus crew accommodation for up to three. Full length windows flow along the main deck, extending either side of the cockpit canopy to provide a sheltered area from the sun. High bulwarks complete with oval stainless-steel rails, vast teak laid deck, and tailored natural materials define the flagship status of this new S Class model, blending luxurious and contemporary finishes in perfect harmony. The Princess S80 is a Princess above all else with a distinct S Class personality defined by its S hull graphic, strong graphical canopy features and powerful bulwark haunches.

As you approach the S80, she is instantly recognisable from her distinctive central cockpit access. The cockpit and transom have been designed to maximise on-water enjoyment, with a garage to port side with Williams tender launch system, capable of holding up to a Williams SportJet 435 plus an electro-hydraulic bathing platform. The cockpit provides a large functional area in which to spend time with loved ones. Twin sunpads (the largest ever seen on an S Class yacht) border the central access steps, whilst the configurable cockpit seating area with twin coffee tables is the perfect place to enjoy a sundowner. Moving forward, a teak dining table to seat six to eight (with optional extendable table), is positioned next to the galley bar creating the perfect area to serve drinks. Sliding doors and a large opening window above the galley bar connect exterior with interior to create a natural flow through the main deck. Light from the panoramic windows flood the saloon. A pantograph door gives the Captain direct access from the starboard side deck through to the foredeck for easy mooring and communication. The foredeck continues to adapt to owners' lifestyles with two U-shaped seating areas plus a sunpad conversion. The S80 lower deck features four ensuite cabins complete with chilled water air-conditioning and opening portholes for natural ventilation. The aft lazarette and two-berth crew cabin with bathroom are situated aft of the machinery space, with various layout options including an additional crew mess area or optional third crew bunk or separate laundry centre. A watertight door from the electro-hydraulic bathing platform gives direct access to this area. Equipped with MAN V12 1900 or 2000 horsepower engines providing speeds up to 34 knots, plus an optional 7,000 litre fuel tank to enable an extended cruising range. **SPORTSMARINE.CO.NZ**



hydrolift

THE 80 KNOT DAY BOAT

FORTUNATELY, IT'S EASY TO CATCH AT THE SANCTUARY COVE BOAT SHOW.

X32 DC - ON DISPLAY

X32 S - ON DISPLAY

Credit: Dan Jones Boat Life

X26 S - ON DISPLAY

Credit: Dan Jones Boat Life

X22 - ON DISPLAY

For those wishing to acquire the ultimate day boat with jaw dropping design, exemplary quality, and also one truly capable of delivering the sheer pace and thrills of a performance sports boat, then a Hydrolift X Series offers the perfect day out on the water.

Each boat is beautifully appointed and crafted by hand to the most exacting of standards as you would expect from Norway, a country known for its world-class boat building heritage and coupled with the experience from offshore power boat racing which in the DNA of Hydrolift.

Exclusivity is assured with only a handful of boats being made available from this iconic boat builder so now is the time to act and secure your order.

Please contact us to express your interest, or to make an appointment to view our available models at the 2023 Sanctuary Cove International Boat Show - May 25-28.

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MARITIMO 75 SERIES TO BE LAUNCHED AT SCIBS

Maritimo's long awaited new 75 series is getting closer. E-news asked principal designer, Tom Barry-Cotter about the progress of the M75 and S75 and the interest on these stunning new flagships for the Maritimo brand.

Will we see both the S75 & M75 at SCIBS?
Yes, we will be globally launching the M75 and S75 motor yachts at SCIBS. Guests, media and VIPs will be the first in the world to see these vessels in the water.

What has been the feedback to both models and where is the main interest coming from?
The response has been incredible. Our Maritimo family are incredibly excited, and proud of the pathway we are forging. Even with a new dedicated production line, orders for the new 75's stretch well into 2025, so we have many years production ahead of us, even before the first 75 hits the water. A lot of interest has been coming from Oceania, Asia and the Americas.

Which is attracting more interest, the M75 or S75?
The first impression is certainly that of the boats exterior form and appeal. When owners see the drawings, and then the development taking shape in full scale mock-up within our new model development division, everyone is of the firm opinion that this is the most attractive vessel we have ever crafted. Both vessels have had huge interest but the M75 is slightly in front.

Is there any scope for customisation or are the interiors all going to be much the same?
Customer input drove design consideration from a broad number of items such as the specification, floor plans, storage capability and capacities, down to finite details and styling accents. Our owners (especially Maritimo owners) spend more time aboard their boats than anyone, it has always been a design philosophy within Maritimo to tap into their boating knowledge to continually evolve in the right direction, and always craft a better product. Every Maritimo owner is able to customise the interior to suit their desires. Our interior designers help guide our customers through this whole process from start to finish.

What are my engine options?
The ScaniaDI16 1150 MHP is the standard engine and Maritimo has aligned itself with Rolls Royce MTU for is featured engine upgrade option. Options include the MTU 10V2000M86 1380MHP and MTU 10V2000 M96L 1625MHP power units which will provide reliable power with leading efficiency and economy.

Are we going to see anything bigger from Maritimo or is this around the size limit for the brand?
We don't reveal any future models until their official Global Reveal date so until then you'll have to wait and see.

MARITIMO.COM.AU

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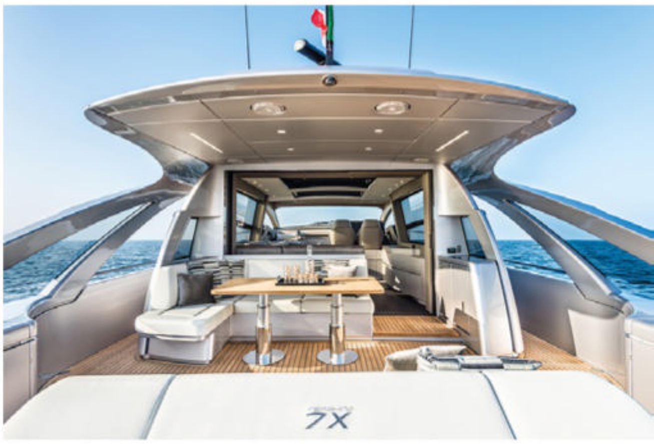
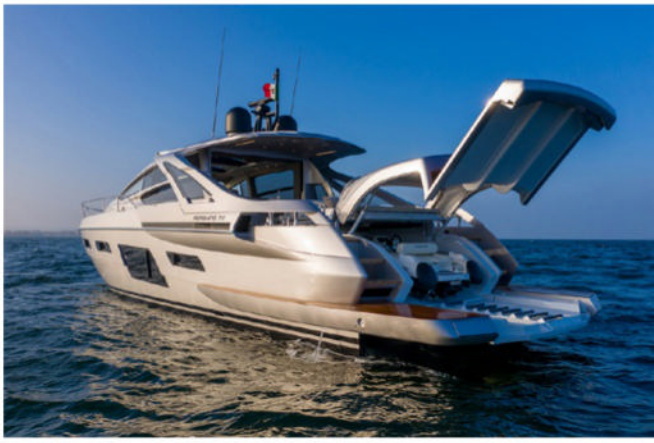
PERSHING 7X HEADING FOR AUCKLAND

The Pershing 7X is the rare combination of big, fast and ultra-sleek.

The new Pershing 7X concentrates the quintessence of Pershing in a compact, flawless form. 7X is lightness. 7X is speed. 7X is performance in each and every detail. A fabulous blend of the latest Pershing technology and the unmistakable design by Fulvio DeSimoni. The latest in the X series from the Italian yacht builder, the 7X replaces the 70 in the company line up, and although slightly shorter in length, it's a 30cm wider and more voluminous than its predecessor. The first Pershing 7X sold into New Zealand will arrive later this year for a client that wanted something different to everything else on the water, but offered exceptional finish and detail, along with unmatched performance. Pershing are known for their speed and the 7X is no exception. Powered by a pair of 1,800-hp MAN V12s, through surface drives, the 7X has a top speed of an incredible 51 knots. Built as a three-cabin boat, the 7X's optional lower-deck layout offers a spacious seating area on the starboard side opposite the galley. The owner's suite occupies the widest part of the hull, and with an L-shaped entrance and enormous side windows it feels like an enviably luxurious space. The VIP is set well forward, and the third cabin, features twin-berths. James Dalzell, Sales Broker for Australasian importer for Pershing, Ray White Marine, says the new X Series has proven a huge success worldwide and he says that once the local market sees the Pershing 7X, they will be super impressed. "It's a boat that you can't say enough about and I am sure that the discerning Kiwi buyer will warm to the 7X once they can step aboard and experience it first hand".

RAYWHITEMARINE.CO.NZ





UTURE OF OUTBOARD
BOATING
MERCURY
GO BOLD
MERCURY
DEALER OF THE YEAR

(Left-right) Mercury's Director of Sales David Meehan, David Thorn from Bays Boating and Mercury Australia, NZ and Pacific Islands General Manager Brad Zoelle.

BAYS BOATING IS NAMED AS ***MERCURY MARINE'S DEALER OF THE YEAR FOR 2022***

Bays Boating has taken out Mercury Marine's most prestigious award, named as The New Zealand Dealer of the Year for 2022.

Located in Motueka, Bays Boating was started in 2004 by Dave Thorn in his parent's hop shed.

It has since grown to be the region's largest marine retail and service centre, now employing over ten staff.

In 2019, Bays Boating opened a spacious new showroom and purpose-built workshop where there are five full-time mechanics.

Mercury Marine's Director of Sales David Meehan said the win by Bays Boating was "thoroughly deserved". It was a hotly contested competition with many worthy candidates but Bays Boating were the standout, highlighted by them being the first South Island dealership to become a Mercury Premier Service Centre".

The team from Bays Boating and all the other winners were recognised at the 2022 Mercury Marine Awards held at SeaWorld on the Gold Coast just recently in March 2023.

MERCURYMARINE.COM

BENNINGTON

BENNINGTON RELEASE *2023 LX SPORT*

At the top of the L Series, the 2023 LX Sport combines engaging performance with a captivating style to produce an unmistakable presence on any waterway.

For an easier purchasing experience, Bennington made more premium features standard. The LX Sport comes loaded with creature comforts, all guaranteed to enhance every single day on the water and ensure that all boaters' and their family's needs are accommodated.

These include new smooth exterior rail skins and graphics; an extended aft deck and Lillipad boarding ladder and sporty integrated LED docking lights. For convenient docking, cleats are built-in stainless-steel pop up-style that store flush with the deck when not in use and a quick fender latch kit. The helm is elevated to ensure a clear line of sight for water sports and docking.

Exterior options include premium graphics, RGB LED lighting, a deluxe and cladded arch and dual power biminis. The luxurious interior can be customized with diamond stitch furniture, an ottoman with integrated cooler, tables and dinettes and a porta potti for added comfort. Anglers can add a four-pole rod holder and water sports enthusiasts can opt for a ski or tow pylon or bar. Upgraded audio systems are also available.

The LX Sport is available in lengths ranging from 22- to 26-feet in two layout options – Quad Bench and Swingback configurations. One of Bennington's most popular floor plans, the Quad Bench configuration maximizes storage, seating capacity and lounge space. The Fastback stern with aft facing speakers extends the entertainment space to the back deck. The Swingback layout is an innovative floor plan that enables dual seating capabilities by allowing users to face forward or backward depending on the position of the furniture back.

BENNINGTONMARINE.CO.NZ

SPACESHIP
Introducing the DE MEY 60
DEMEY
YACHTS

Space to explore, space to entertain, space to relax. The DE MEY 60 truly is a spaceship. With open hardtop and expansive glass below, you'll experience fabulous sightlines and incredible views. Featuring four cabins and three living areas, carbon fibre construction, and centreline helm station, the new DE MEY 60 is truly out of this world.

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RIVIERA APPRENTICE OF THE YEAR ***WINNERS***

Australia's premium luxury motor yacht builder, Riviera, has announced four winners in its Apprentice of the Year awards for 2022, showcasing the depth of talent within the company's workforce of 900 people, including 112 apprentices.

The winners across four categories received their awards at a special ceremony recently in front of the 900-strong Riviera workforce.

The apprentice winners are Simon Magnay, second-year apprentice in engineering, Claudia Le Fevre, second-year apprentice in upholstery, William Johnstone, second-year apprentice in boat building and Connor Baruksopulo, first-year apprentice in timber and composite machining.

Riviera's safety and training manager Adam Houlahan said Riviera continues to welcome young apprentices through its schools program.

"All of the award-winning apprentices have a shared drive and determination found across Riviera's 900-strong team, namely a passion for creating exceptional blue-water luxury motor yachts," said Adam.

The recently announced TAFE Apprentice of the Year was another achievement for the Riviera team as apprentice Max Whitmore was announced runner-up in a very large entry across the State. Riviera also announced that six apprentices have graduated through the company's award-winning Propel program: Tirryn Casey, Jack Fuller, Joshua Hindmarsh, Steven Kupfer, Brendan O'Grady and Thomas Jay Parsons.

Riviera owner Rodney Longhurst paid tribute to all apprentices including the award winners who received recognition this year.

"These young members of our team are the genesis of the next generation of master boat builders for our industry," said Mr Longhurst. "I began my own career as an apprentice so I have been on the same journey and I share their excitement for the future.

RIVIERAAUSTRALIA.COM

VALDER TO COMPETE ON US CIRCUIT AGAIN

CELSIUS
LIVE FIT
NZ-11

Kiwi, Wayne Valder is returning to the USA for another season on the Superboat offshore series. Driving his 44ft MTI, Pro Floors, Wayne has been a regular competitor on the US Superboat circuit and the Key West World Championship for a number of years and while he has the NZ1, AUS1 and US1 in the trophy cabinet he has yet to get the holy grail, the World Championship title. Held at Key West Florida in November, Wayne, with throttleman Grant Bruggeman, will run the entire seven race US series before taking on Key West.

Last year the season was somewhat disrupted with Covid and hurricanes and some races were cancelled and some overseas competitors were unable to attend. Hopefully the 2023 season go a lot smoother with some great racing.

The Class 1 and Superboat fields are stronger than ever, with Superboat boasting eleven yeam and Class 1 seven. Along with all the twin outboard and bracket classes, fields over more than 50 boats are expected at most events.

Valder says he is primed and ready for the 2023 series. For 2023 he will also be carrying a new sponsor name on the side of the boat, Celsius.

2023 US NATIONAL RACE SCHEDULE

1. Marathon, FL 4/28 - 4/30/23
2. Cocoa Beach, FL 5/18 - 5/21/23
3. **LOTO, 6/01 - 6/03/23 (**tenative)
4. Sarasota, FL 6/30 - 7/02/23
5. Michigan City, IN 8/04 - 8/06/23
6. St. Pete, FL 9/01 - 9/03/23
7. Clearwater, FL 9/22 - 9/24/23

Key West World Championships: 11/05 - 11/12/23

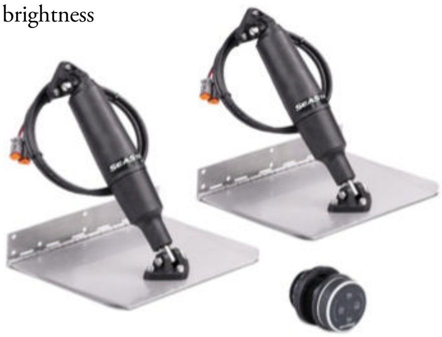
DOMETIC TRIM TABS

Dometic Trim Tabs are designed to make trim tab adjustment second nature to operators of all types of boats. They increase fuel efficiency, optimise boats performance, increase visibility by adjusting the bow down and increase safety and comfort.

The heart of the Dometic Trim Tab system is the intuitive dial controller that lets boaters easily "dial in" the optimal ride for any situation. All the operator needs to do is turn the dial in the desired direction to level the boat, and the electric actuators respond quickly and precisely to level the ride.

Other features include the ability to adjust pitch independent of the roll and roll independent of pitch, being able to turn the dial in the direction needed to change the roll of the boat so it is level and a press of the bow up or down button to adjust the pitch of the boat. There is also a 'Favourites' button which makes it easy to plane the boat with a previously set tab position and easy-to-see LED lights on the controller indicate port and starboard tab positions, with an ambient light sensor that automatically adjusts brightness for optimal visibility in any environment. A sophisticated design, engineered to comfortably stand up to the rigors of life on the water.

DOMETIC.COM



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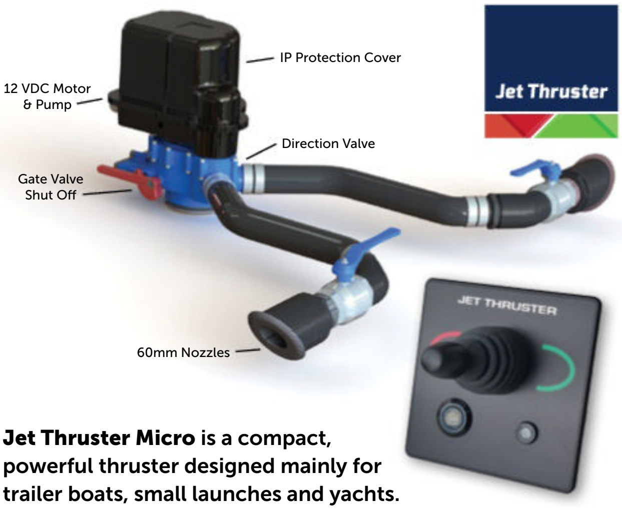

Jet Thruster Micro is a compact, powerful thruster designed mainly for trailer boats, small launches and yachts.

Water drawn into the pump unit via a 76mm inlet is pumped at high pressure through small 60mm nozzles just below the waterline on either side of the bow (or stern).

Pump Unit Dimensions: 350mm (H) x 230 (W) x 340 (L). Weight: 15 kG. IP Protection.

Thru-Hulls: Composite, fibre-reinforced.

Flexible Hose: 52mm Ø x 5.0 meters (or longer)

Controls: Joystick panel plus wireless remote

Cables: Included, plug and play

Battery: 12 VDC, 950 CCA

Because the nozzles are installed further forward than possible with a tunnel, the 30 kG force delivered is far more effective due to the increased fulcrum.

Pump Unit can be mounted close to the middle of the boat, needs to be 150mm below the water line to be fully flooded.

Jet Thruster Micro

www.sopac.co.nz
09 448 5900 | info@sopac.co.nz
41c William Pickering Dr, Albany, Auckland.

HORIZON YACHTS PLANS A ***STUNNING SHOWCASE FOR SCIBS***

This year, Horizon Yachts plans its largest showcase to date, at the annual Sanctuary Cove International Boat Show, with eight yachts on display bookended by the debuting V74 and RP125 motor yachts.

The Horizon Yacht Australia (HYA) team will be joined by senior members of Horizon Yachts headquarters on the display on Pier G that will also include three FD80s, two FD90s and an RP100.

The flagship of this grand display will be the new Horizon RP125, the largest Horizon yacht sold in Australia. The RP125 is a five-stateroom yacht with an on-deck master suite and two VIP staterooms and two mirrored queen staterooms on the lower deck. Customized for the Australian market and conforming to AZ/NZS electric standards, the RP100 offers a traditional superyacht configuration. The two FD90 models on display each boast unique features customised to owner's specifications.

Making its debut at the show is the brand new FD80 Hull 10, which is the first FD model in Australia to feature a galley-aft layout. Rounding out this exceptional showcase is the brand new Horizon V74. Defined by a plumb bow design and exterior profile defined by Stimson Yachts and an interior layout penned by Jonathan Quinn Barnett, the V74 has been customized for the Australian market. "The V74, while smaller in length than most Horizon vessels delivered in Australia, is market-leading in terms of overall volume," says Director of Horizon Yacht Australia, Mark Western.

HORIZONYACHTAUS.COM

We were asked to build something extraordinary...
So we did.

Lloyd Stevenson Boatbuilders are very proud to announce the launch of Matuku, an all carbon Artnautica 60 Sportfisher by Dennis Harjamaa. For more information, or if you have a project of your own you would like to discuss, please contact us. Limited viewings available by appointment.

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YAMAHA EXPANDS *HELM MASTER EX JOYSTICK BOAT CONTROL SYSTEM*

When Yamaha introduced its Helm Master boat-control system back in 2012, they promised an upgradable expandable system.

At the recent Auckland Boat Show we, along with show patrons, had the opportunity to experience the new system with the new additional features now available across single, twin, triple and quad outboard engine applications. Our test vessel for the day was the recently released Haines Hunter 635HT.

The system now consists of four primary application levels and has been designed to be further customizable to suit boaties needs. This means you can install the complete Helm Master™ EX system, or start with just the Digital Electronic Controls and Digital Electric Steering, and then add additional components over time, allowing you to reap the benefits that come with each component upgrade.

Level 1: Digital Electronic Control (DEC)
Level 2: Digital Electric Steering (DES)
Level 3: Autopilot
Level 4: Full Manoeuvrability Joystick

The Helm Master EX offers boaties a completely integrated boat control system that assists getting to your destination or favourite fishing spot, easier with incredible control, using a combination of digital electric steering, autopilot and joystick technologies.

The system, with its own built in GPS system offers a series of great control options, through the combination of engine and steering, these include:

- FishPoint (Bow or Stern) which maintains boat position, holding either the bow or stern on a spot.
- DriftPoint: seeks to maintain a heading at drift speed.
- DriftPoint Track: allows one to maintain heading while drifting along a set of prepared waypoints.
- Heading Hold: holds the boats heading while at cruise.
- Course Hold: keeps your course while underway.
- Track Point (autopilot): keep you on track of a predetermined waypoints.

The handy Pattern Steer functions built into Yamaha's autopilot system have also been expanded to include two new options, in addition to the existing Spiral and Zig Zag patterns. The skipper can now access Williamson Turn and Pattern Search formations, which return the vessel back to the point where the patterns were activated, - great for searching fishing grounds or looking for something lost overboard, hopefully not one of the crew !

Yamaha's Digital Electronic Controls are available in concealed side-mount, single and multi-engine throttle options – they have been updated to include a dedicated Trim Assist button. Trim Assist is a function that automatically trims the outboard to pre-set levels, at chosen engine rpm or speeds, making operating the vessel easier. This function can be turned on and off at the touch of the new button on the control box.

Also new was the push button start/stop, the keyless fob and Yamaha Touch screen, not to mention the compact and clutter free electric steering offers a safer transom with extra 'real estate'.

It was certainly a lot to take in on the day, but a very cool bit of kit – once set up on your boat and using the system regularly, the benefits will soon be enjoyed.

We also heard a whisper that shortly the system may soon allow an integrated bow thruster control through the Helm Master EX joystick.

In fact as we went to press, it was announced that Helm Master EX Twin and Triple Application can now be integrated with Vetus BowPro Thruster, taking Helm Master EX to yet another level. When you push the F1 button of the autopilot panel, the system wakes up and improves the performance of Joystick maneuvering and SetPoint functions: StayPoint, FishPoint, DriftPoint, and DriftPoint Track; as well as help keep the boat on track when using autopilot functions at low speed.

The Helm Master EX is available across all of Yamaha's digital electronic control outboards options from Yamaha's F150 right through to the F425 XTO.

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If you're looking for a versatile boat, the 220 SS Surf is built for surfing and skiing. Well-designed with eight Wet Sounds speakers, Garmin 7" twin touchscreens, a center Ballast System with Quick Disconnect of 1,175 lbs for the best possible wave, ride and fun.

LENGTH	21' 10" / 6.65 m
BEAM	102" / 2.59 m
DRY WEIGHT	4,370 lbs / 1,982 kg
FUEL CAPACITY	45 gal. / 170 L
ENGINE	Volvo 350hp

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Welcome to the pinnacle of sport and style. Designed with ample storage for boards and skis, a walk-through transom, extended swim platform, and top-of-the-line forward-facing prop system, this model delivers the best and safest watersports experience available.

LENGTH	23' 1" / 7.04 m
BEAM	102" / 2.59 m
DRY WEIGHT	5,100 lbs / 2,313 kg
FUEL CAPACITY	35 gal. / 132 L
ENGINE	Volvo 350hp
PRICE	$249,990

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Crownline 240 LPX

The Crownline 240 LPX boats are not for the shy or introverted. Their impressive and flawless design feature a racy, sleek exterior with a low-profile, black LPX windscreen, newly designed checkered flag LPX graphics, and a solid-color gelcoat.

LENGTH	23' 10" / 7.26 m
BEAM	102" / 2.59 m
DRY WEIGHT	5,075 lbs / 2,302 kg
FUEL CAPACITY	45 gal. / 170 L
ENGINE	Mercruiser 350hp
PRICE	$279,990

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Finseeker 260 DC

Our new 260 DC is loaded up with customer driven, well-thought-out features that will please every member of the family - from fishing enthusiasts to deep sea divers to those who just want to enjoy long days on the water in comfort.

LENGTH	27'11" / 8.5 m
BEAM	110" / 2.8 m
DRY WEIGHT	8,500lbs / 3,856kg
FUEL CAPACITY	170 gal. / 644 L
ENGINE	Twin Mercury 300hp
PRICE	$499,990

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Crownline 280 CRX

A top-of-the-line experience that'll take you from a day of adventure to a night of comfort. The hull is artfully designed to be both efficient and sleek with a powerful profile that'll turn heads. Below deck the CRX has a stylish, elegant design with a long list of features.

LENGTH	27' 9" / 8.49 m
BEAM	116" / 2.95 m
DRY WEIGHT	14,645 lbs / 6642 kg
FUEL CAPACITY	102 gal. / 397 L
ENGINE	Twin Mercury 225hp
PRICE	$475,990

Crownline 310 CRX

Arriving mid-2023

Spend a tranquil and worry-free night on the water, features include heating and AC, Gyro system for superior stabilisation, pressurized water system, and a galley with richly toned cabinetry, ceramic-top electric stove, refrigerator, microwave, and stainless steel sink.

LENGTH	32' 11" / 10 m
BEAM	116" / 2.9 m
DRY WEIGHT	TBD lbs
FUEL CAPACITY	140 gal. / 530 L
ENGINE	Twin Mercury 350hp
PRICE	POA

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The Elite 8 offers class leading strength and weight distribution, incl. a forward collision bulkhead and sealed self draining cockpit. An extremely capable long range fishing platform with fuel tanks options of over 700km.
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LENGTH	8.19 m
BEAM	2.5 m
DRY WEIGHT	2,950 Kg
FUEL CAPACITY	400 L
ENGINE	Twin Honda 200hp
PRICE	$369,990

OCM 7.1 Amphibious

Two to choose from (New or Used)

This 4WD is great for transporting guests ashore, for water sports and fishing activities. These rhibs can be customized with a multitude of equipment and accessories to the specs needed to enhance your boating journey. Call us for further details.

LENGTH	24'11" / 8.8 m
BEAM	8'4" / 2.55 m
DRY WEIGHT	3,197 lbs / 1,450 kg
FUEL CAPACITY	60-100 gal.
ENGINE	Honda 250HP
PRICE	From $289,990

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OCM 6.5 Non-Amphibious

Extremely powerful and robust, this vessel will outperform any other boat with precise turning capabilities, inherent lift, and the ability to navigate in extreme sea conditions. The deep V and unique reverse chine design improve stability and enhances on-water experience.

LENGTH	6.5 m
BEAM	8'4" / 2.55 m
DRY WEIGHT	1622 kg
FUEL CAPACITY	225L
ENGINE	Mercury 200hp
PRICE	$120,000

OCM 8.0 Non-Amphibious

Spacious with 15 pax and well-thought-out features, the Ocean Craft Marine is ideal for family excursions. This vessel drive system is extremely powerful and robust giving you the confidence to explore those "hard to reach" locations.

LENGTH	7.80 m
BEAM	8'4" / 2.55 m
DRY WEIGHT	1954 kg
FUEL CAPACITY	225L
ENGINE	Mercury 300hp
PRICE	$169,990

Ocean Craft Marine
7.1 Aluminium Amphibious

This brand new, full aluminium, 7.1m Ocean Craft Marine Amphibious workhorse has been specifically designed for the Australian and New Zealand market. Whether you're targeting fish or wanting to cruise the coastal waters recreationally, this beautiful, built tough, plate boat competes with the best and still has all the comfortable trimmings to accommodate the whole family.

Fast, nimble, and sleek, this OCM 7.1 utilises the 4×4 amphibious drive system, coupled with its Zipwake 300s trim tabs and 'deep V' hull to make for a large "do all" platform.

LENGTH	7.75 m - Wheels up	FUEL CAPACITY	225 L
BEAM	2.30 m	ENGINE	Mercury 250hp
DRY WEIGHT	1,200 kg	PRICE	$389,990

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HP WATERMAKERS AND ***RAYMARINE AXIOM PARTNER UP***

Raymarine recently presented the new Axiom 2 PRO and, HP Watermakers is one of Apps that can be added to the homepage of Raymarine Axiom 2 PRO. The application simplifies the management and control of the watermaker. The partnership between HP Watermakers and Raymarine dates back to 2019, the year the two companies started working together. Their collaboration led to the installation (by default) of the HP Watermakers communication app on the multifunction displays in the Axiom range.

Raymarine recently introduced the Axiom 2 Pro, which combines chartplotter, fishfinder, radar, autopilot and video in one powerful multifunction display. It is easy to use thanks to Hybrid Touch technology, which combines touchscreen control with an all-weather external keyboard, combined with the intuitive LightHouse operating system. Featuring the latest LightHouse 4 operating system, this new all-in-one display integrates with a Raymarine advanced navigation network that includes LightHouse charts, radar and autopilot, as well as FLIR thermal night vision technology. The new 6-core processor allows for faster chart scrolling, instant response and the ability to run multiple apps simultaneously. The choice of applications, which includes HP Watermakers, has been the subject of careful analysis to select the most used and the most useful for improving the quality of life on board.

RAYMARINE.COM

JET THRUSTER ***MICRO***

Jet Thruster Micro bow thruster is designed for boats up to 9m. Holland Marine Parts, producer of the Jet Thruster, has developed the all new Jet Thruster Micro. A new small sized bow jet that meets the demand for manoeuvring small boats with too little draft for a conventional bow or stern thruster. The Jet Thruster Micro is the smallest bow thruster system with IP-cover. The powerful pump unit, distribution valve and all technology are housed in a small 15 kg module with a special hood that creates a gas-tight seal. In addition, the entire outer casing of the system is made of very strong ABS, which means that all components are protected against moisture and corrosion. Unlike conventional tunnel or retractable thrusters, Jet Thruster does not use a physical propeller. Instead, the system operates by directing a high volume water flow nozzle installed on the hull. Nozzles can be located much further forward than a tunnel greatly increasing fulcrum. Jet Thruster Micro is specifically designed with the small trailer boat market in mind, where a large open tunnel in a planing hull is undesirable. The Jet Thruster Micro is sold as a complete comprehensive package which includes all material needed to install all in one box. It is suitable for the DIY guy because it requires no costly fiberglass work. The pump and nozzle flanges seamlessly cover the three penetrations making the Jet Thruster Micro system quick and easy to install. On the control side it all is done with plug and play cabling, panel mounted joystick and remote control pendant included in the kit. The new jet bow thruster suits boats up to 9.0m and operates from a 12 VDC battery.

SOPAC.CO.NZ

FUSION ***4-ZONE*** COMPACT STEREO

Fusion has announced the update of the Fusion-branded Apollo Series with the release of the Apollo WB675 Marine Hideaway Stereo. Designed to maximise valuable dash space, the WB675 hideaway stereo offers a world-class audio entertainment experience and the ability to enjoy premium sound from four separate audio zones. The WB675 is an advanced marine stereo with cutting-edge technology and features for those who value a premium audio experience while enjoying life on the water. Some of the key features are the multi-zone technology, compact design, and the ability to stream loss less audio with Apple AirPlay2 software from a compatible Appledevice1. The WB675 possess Digital Signal Processing (DSP), that optimises the audio signal that is delivered to Fusion entertainment systems, resulting in superior sound quality at all volume levels and in every listening environment. Designed to withstand extreme weather conditions, the WB675 is rigorously tested against salt fog, UV, humidity, and extreme temperatures that can cause mechanical failure, providing peace of mind that the stereo will perform and last in the harsh marine environment. The WB675 is protected by a three-year warranty.

GARMIN.COM/FUSION

SiriusXM
FUSION
4 ZONE | HIDEAWAY STEREO

ePROPULSION E-SERIES BATTERIES.

ePropulsion has announced a new range of E-Series batteries for 2023. With a more ergonomic design, the E60 and E163 will supplement the existing E80 and E175 batteries in the range. The E-Series provides consistent performance and smart operation, says the company, delivering up to 3,000 charging cycles for a reliable user experience.

ePropulsion's new E-Series Lithium Iron Phosphate batteries are high-performance and packed with features. With three times higher energy density and 70% less weight than lead-acid batteries, the E-Series is ideal for smaller vessels with minimal interior storage space. Connectors can be attached with only one hand – no additional tools are required for simple installation.

The IP67 waterproof rated E60 is designed for use with the ePropulsion Navy 3.0 Evo (6hp) and the E163 is designed for the Navy 6.0 Evo (9.9hp). Engineered for ease of use, their intelligent battery management system (BMS) features a display that shows state of charge, voltage, current and alarm information for maximum safety.

The E60's compact form factor and light, double-layer plastic housing can easily be transported and installed by one person, while the E163 is designed for high reliability with an all-metal housing that is impact resistant and drop proof.

A key innovation of the ePropulsion product line is that all outboards are built on a 48V architecture, allowing for a greater degree of flexibility. ePropulsion E-Series batteries are designed to provide optimal performance for the entire range of ePropulsion electric motors.

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ORCA AUTOPILOT CONTROL FOR APPLE WATCH

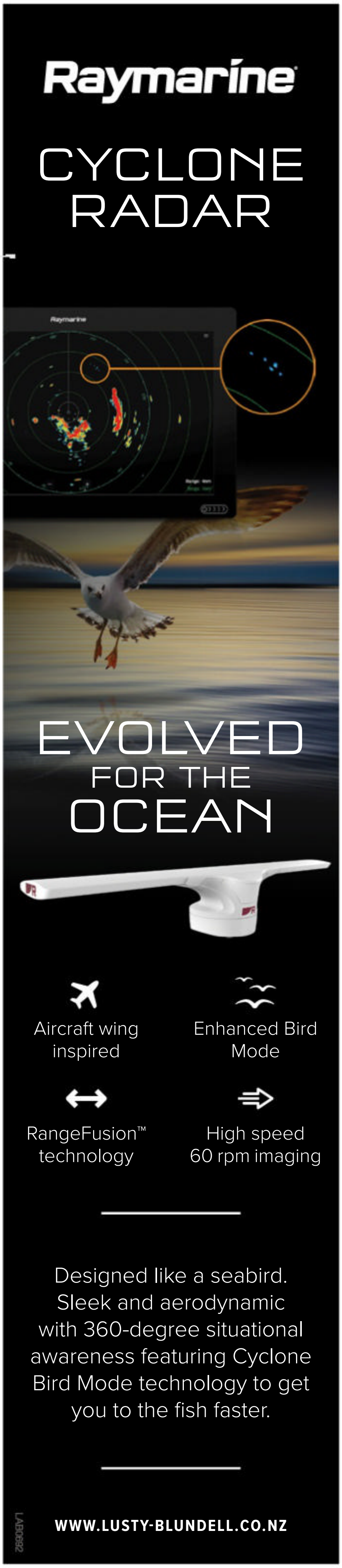
Orca is turning the Apple Watch into a powerful tool for boaters. The brand-new Apple Watch app lets users control their boat's autopilot and view instruments from the wrist. Orca is the first company to deliver autopilot controls on the Apple Watch. Traditional wireless autopilot controllers are costly and resemble a remote control for a television. With the new app for Apple Watch, Orca is pioneering a new approach in the boating industry. Building innovative solutions on top of consumer day-to-day devices instead of inventing yet another device to buy for the boat. Why are wireless autopilot controllers such a big deal? When boating you'll often find yourself away from the helm. Maybe you need to prepare for a port entry, find that chart folio, or get the sprayhood up before a rainfall. If you need to change course during situations like that, being able to do it quickly makes life at sea easier and safer.

With Orca for the Apple Watch, you can now turn on and off your boat's autopilot and change your boat's course. On a sailboat, the app allows you to direct the boat to keep a steady angle toward the wind.

The Orca App for Apple Watch also shows important instruments, such as speed, heading, water depth, wind speed, and wind direction.

Orca is available in Europe, New Zealand, and North America. To use the Apple Watch's autopilot control you need an Orca Core to connect your watch to your boat's instruments and autopilot. ✵

GETORCA.COM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PANKO CRUMBED PAN FRIED *ELEPHANT FISH*

Te Mata
Cape Crest
Sauvignon Blanc
2018

Elephant Fish are only found in New Zealand. Most commonly found around the east coast of the South Island at depths of around 200 metres. The flesh of the Elephant Fish is of good edible quality and closely resembles that of Hapuka (Groper).

INGREDIENTS:

2 Elephant Fish fillets (150g)

2 cup Panko crumb
(Fogg Dog Japanese Bread crumb)

1-2 tbsp Cajun seasoning depending on taste
(Mrs Rogers)

Rice flour for dusting
(substitute All Purpose flour)

Sea salt and freshly ground black pepper

Lemon wedges on the side

1 egg

¼ cup milk

Cocavo turmeric & lemon zest coconut
and avocado oil for frying

Salsa

2 tomatoes, finely chopped

¼ telegraph cucumber, finely chopped

½ red onion, finely diced

1 tbsp small capers

Handful flat parsley leaves

1 tbsp Pacific Harvest Karengo fronds
(optional)

1 tbsp balsamic vinegar

75ml Cocavo avocado turmeric & lemon oil
(or extra virgin olive oil)

½ tsp dried chilli flakes

Juice of one lime

Salad

Beetroot, courgette, carrot noodle

METHOD:

1. Combine all the salsa ingredients together and place into the fridge while you prepare and cook the fish.
2. Combine egg and milk together to form an egg wash.
3. Dredge the fish fillets through seasoned flour then place into the above egg wash to coat well.
4. Dredge through the Cajun seasoned Panko breadcrumbs ensuring a good coat of crumb all over.
5. Bring a heavy based pan up to temperature then add in the Cocavo.
6. Drop a little crumb into this, when the crumb turns golden you know the oil is hot enough to place the fillets in.
7. Place the fillets in to cook 1-2 minutes each side depending on thickness but ensure you do not over cook as this fish will dry out really quick.

To plate, place the fillets in the middle of the plate with 2 tbsp of the salsa on each fillet.

Chefs Tip: Ensure you do not over cook the fish although this recipe may be used with any thick fleshed fillets or steaks. Dress the salad with a French dressing.

Enjoy with

TE MATA CAPE CREST 18

Since 1984, Cape Crest has developed an international following for its unique expression of New Zealand Sauvignon Blanc. Barrel fermented, with a touch of Semillon and Sauvignon Gris, it is concentrated and complex with toast, citrus blossom, pear and stonefruit characters. Cape Crest and its gannet symbol refer to Cape Kidnappers, the southern point of Hawke Bay, home to the world's largest mainland colony of these remarkable marine birds.

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DEBUT

▮ Centerline length×Width×Depth : 8.95m×2.74m×1.63m ▮ Gross tonnage : 5G/T Less than
▮ Maximum number of passengers : 10 ▮ Navigation area : Limited coastal
▮ Engine [Maximum power output] : 4JH3-HTZY1 [70.4kW/3613min^{-1} (95.7PS/3613rpm)] ▮ Fuel tank [Cruising radius] : 100L [5h]

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THE DEATH OF ***BUDGET BOATING?***

This piece started out to be a lament to the closure and redevelopment of the Okahu Bay haulout and hardstand, but as I did a bit of background, became a fascinating insight into how Council, and its various appendages work, in seemingly the most dysfunctional and expensive way.

From my earliest days of boating Okahu Bay has been there. A gathering place of old boats for long term refurbishment, a place where yachties of all classes sailed from, Coast Guard was there, and the Royal Akarana YC. I must confess to having left that establishment well oiled, and playing hide and seek in our cars amongst the derelicts and empty cradles. Fond memories! Also there was the world's worst launching ramp, scene of many a catastrophe.

It's illuminating that ACC requires all boat owners, either in marinas or on moorings to keep their craft free of fouling, but now there is nowhere for many of these craft to go. With the closure of Pier 21s' hardstand, also Little Shoal Bay (a multi hull facility), Hobsonville (WestPark) becoming much more upmarket and costly and the increase in hardstand ground use for boat stacks, along with mooted apartment development, the capacity of the remaining hardstand areas is insufficient for Aucklands' budget boating needs. Along with Te Atatu, Okahu Bay was one of the only places where budget boat owners could do repairs and maintenance at a cost that did not reflect half the value of the boat after two weeks on the hard. Compare Okahu with Gulf Harbour, for a 12m craft. Okahu was @$340+ for lift and relaunch v GH at $550+. Hardstand was $45/day v $80/day at GH. Every boatie knows a 5 day in and out becomes 3 weeks in no time as hidden variables evidence themselves. Not to mention the mass exodus of friends and crew when antifouling time arrives! Including wash down that's $1604 v $2703, a not inconsiderable sum to many budget boaties. For Jack Windbludger with his $7000 Spencer Stiletto, add in the costs of antifoul, anodes and materials and that's half the value of his boat. No wonder our mooring areas are littered with sad sights and the public notices by the ACC for 'abandoned' boats are becoming more frequent.

Long gone are the days of public grids where any boat owner could DIY, dropping anything off the bottom of their boat into the mud, for nature to absorb. Marine Precincts such as Whangarei and Marsden Cove are seeing many more Auckland based craft heading north for their refits.

Many of us were blind to the biohazards we created, but I always remember the effects of the sometimes brutal antifoulings we used. Westhaven Marina floats for years were festooned with long weeds and growth, as the antifoul leeching and wastes from the grids forced all fish from the area. Once the better antifoul paints became the norm, the fish came back and ate the weed. Pretty simple really.

Back to the closure.

My understanding is Okahu Bay ramp, hardstand and the reclaimed areas which formed this, are the property of ACC Parks and Reserves. For many years they leased the management rights to another ACC arm, Waterfront Development. Waterfront Development morphed its assets into the new ACC property trading arm, Panuku. With the ever increasing public awareness of biohazards and water quality, WD and later Panuku put many millions of dollars into upgrading the facilities at Okahu Landing to collect and treat all wash down water and waste, upgraded the ramp and jetties, purchased an older travelift to facilitate easier and more damage free lift outs than the old system, with wheeled cradles, diggers and divers with chocks. This all in reasonably recent times. The hardstand was essentially cash neutral, covering its costs without recourse to ratepayer's money. On instruction from the ACC landowners its charge rates were kept low, specifically to ensure affordable facilities for the greater boating public. Panuku wanted to further develop Okahu Landing (as it was now known), but this was denied as the existing lease was drawing to an end, and purportedly not fit for purpose. This constrained the developments proposed. The new lease mooted had become a bit of a political football, with vested interests wanting the hardstand gone and parking and open space events areas formed, plus expansion of the RAYC storage facilities, while other interests including Iwi and the greater boating public wanted retention. Some political wrangling meant the new management lease for the area was somehow transferred or given to the Orakei Local Board. (Active proponents of the remove and revamp).

This meant that the ensuing referendum over future use was essentially restricted to local residents and local interested parties. The greater Auckland Boating public were not consulted, and local Iwi ignored. 809 submitters took part with 340 for continued use in its existing or improved condition, and 469 wanting greater public space. Interestingly, over half of those submitters were from the RAYC and/or the Akarana Marine Sports Trust, the RAYCs' benefactor. Certainly the RAYC is the big winner here. Very few of those submitters ever used Orakei Landing. Ratepayers will now pick up the costs associated with refurb and maintenance costs for Orakei Landing. The area was closed on Feb 28, ending a long and memorable interaction with the boating public, and further putting the squeeze on those who boat on a lesser budget. Any suggestions on where they can go now?

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BERTHING ***BLUES***

It's an inconvenient truth that the trickiest part of an outing is getting the boat back in its pen. It can fray skipper's nerves, cause marital disputes and provide a 5pm entertainment show at the marina.

In yachts, I've done perfect landings and absolute screw-ups, but at this early stage in my launching career, I'm thinking launches are trickier to berth. Yachts have a keel which gives them momentum and steerage at low speed. Launches at low speed wander around like drunken ducks.

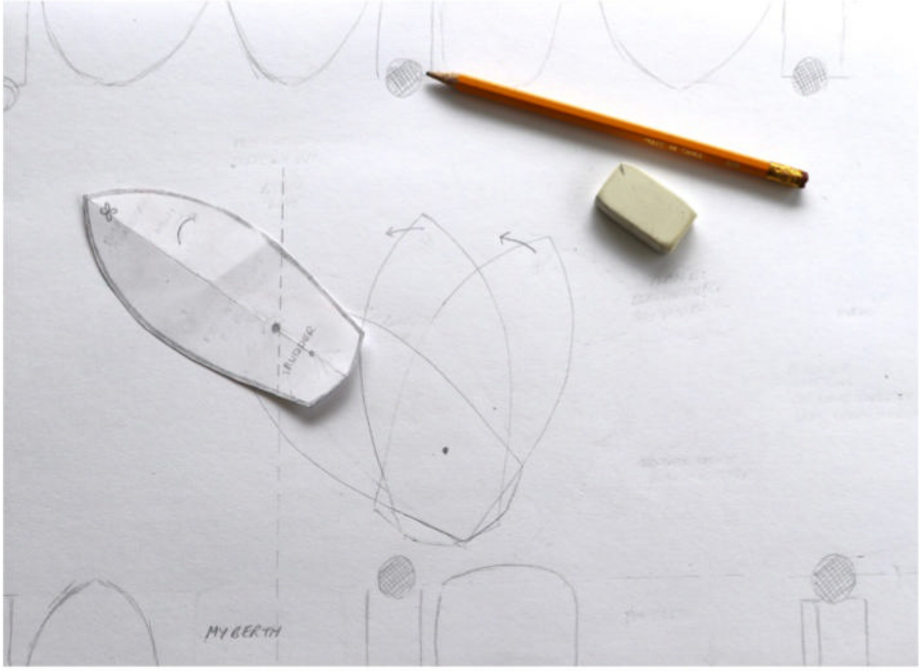
Apart from three berthings of my boat at Waikawa Marina under adult supervision, I was a total rookie the first time I berthed my new boat, stern-in, on its delivery to Nelson Marina. It went perfectly. Truly. I'd been practicing in my head for 20 minutes. I entered the fairway dead-slow. Somehow I picked the right spot to engage gentle reverse to stop, then put the helm hard over to port, then re-engaged the throttle. I'd been told that's far more effective in close-quarters manoeuvring than turning the helm when the throttle is already engaged.

As the bow turned to port, the blah-blah of the bow thruster helped it round until it was pointing directly away from my berth and I reversed straight in. Perfect… I should have known it was too good to last. Sometimes it took two attempts or even three to get in the berth. Which meant I got scared to take it out of the berth. I asked everyone for advice; I Googled it.

I found this English greybeard online who never twitched a whisker as his boat behaved as though it had been top of its class at puppy school. 'A touch of starboard,' he'd say casually, 'a touch of reverse, a touch of port…' It was a great party trick, but it didn't tell me how to fix it when I'd got it wrong. Although I did take note that the most common mistake by new boaties is going too slow.

I asked Alan Fisherman for advice because his boat is sort-of like mine. 'I used to come in fast,' he said, 'but now I come in slower and take lots of little bites at it.' I stopped worrying about nailing it first time. I just say I'm taking bites at it.

Everyone told me about prop walk, but prop walk doesn't apply to my boat, because it has a four-bladed prop. I have no idea why four-bladed props don't walk, but I do know I can go backwards in a straight line.



And I have learned to watch my rudder indicator.

Someone else told me that the helm moves the stern; the bow thruster moves the bow, which sounds obvious, but it's handy to remember. Then I found an online article by Tom Cunliffe. He said that when you turn the boat, it isn't pivoting on the stern, it's rotating about a point along its longitudinal axis. Again, obvious, but that was my breakthrough.

Meanwhile I'd been berthing my boat with mixed success. Sometimes I turned too soon, so that when I reversed, I ended up with my transom just off the bow of the boat next to me in the marina. I hated giving up that proximity to the berth, so I'd try to fix it from there, which was asking the boat to make a bendy bus.

The other scenario was worse: turning too late and putting my transom just off the pile to the other side of my marina berth. On one such occasion, I had a horrible moment: 'Shite, I don't know what to do.' Next time, I wanted to know what to do. I needed to understand the geometry of boat manoeuvring 101.

I cut out a little paper boat and drew a map of my fairway, with a width 1.5 times the length of the boat. Then I sat at my dining table and played with my paper boat in my paper marina, using a combo of imaginary bow thruster and helm to rotate my paper boat on its axis, and throttle to put it where I wanted it. Luckily there was no cross-wind on my dining table and the damage report was nil.

I concentrated on the scenarios when I didn't nail it the first time and on developing a strategy for fixing them. I'm a fan of the little bites; instead of trying to go from A to B by heading in that direction, it's better to plan a series of manoeuvres; eg, bow thruster to port; forward; bow thruster to starboard to straighten; reverse... For me, it helps to picture the point that my boat rotates on in a turn and put that point opposite my berth, then I can just straighten up with the bow thruster and reverse into the berth.

Of course not everyone has a bow thruster and no prop walk, but hey, I'm still learning. I need all the help I can get.

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MERCURY RELEASES
350/400 HP V-10 AND ELECTRIC AVATOR 7.5E

Mid-March we were invited across to the Gold Coast to check out Mercury's new 350 and 400hp V-10 Verado outboards and their new electric Mercury Avator 7.5e.

WORDS BY **DOUG DUKESON**

The 400HP V10 powered Whittley certainly 'did the business'

The 400HP V10 powered Haines Signature 788SF

The new Mercury 400hp V10 Verado is the world's first V10 outboard engine, which has been in development since 2018. V10 engine configurations have been around in performance cars such as Audis, BMWs, and Lamborghinis for some time now – but this is a first for an outboard engine. With the relatively recent release of the Mercury 175-225hp V6, 250-300hp V8 and monster 500-600hp V12, it was almost expected, that an engine would soon be delivered to fill the 350hp and 400hp engine range, to complete the new line up. Mercury's new 350 and 400hp V-10 Verado, replaces the very successful supercharged 400hp L6 engine, which believe it or not has been around for 19 years. The slightly wider V10 weighs in at 321 kgs, only a few kgs heavier than the previous, taller, L6 at 309kgs. But running on 87 or 91 octane unleaded fuel, the V10 offers better performance through more torque offered by the extra cubes.

This new V10 is a naturally aspirated quad-cam engine that needs no assistance from a supercharger to deliver its power. Instead the 5.7-litre capacity delivers a load of torque for quicker acceleration than the L6, as we discovered on a variety of boats from a Whittley SL 25 family cruiser (single 400 V10), a Haines Signature 788SF (Single 400 V10) Sports fisher, to a twin rigged Powercat 9000 (twin 350 V10's). The Powercat leapt from the water, with the engines pulling hard, right through the entire rpm range.

For the number crunchers, economy wise, the figures I recorded on the Haines Signature 788SF (Single 400 V10) Sports fisher read as:

AT TROLL SPEED
650 rpm / 1.7 knots / 3.5 l/h

MID-RANGE
3600 rpm / 22 knots / 37 l/h

WIDE OPEN THROTTLE
6350 rpm / 48 knots / 128 l/h

SO WHAT WAS THE REASONING ON A V10 OUTBOARD CONFIGURATION?

Firstly, the modular design that starts with a narrow 64-degree angle between the two banks of cylinders which is also shared with the V6, V8 and V10 Verado engines.

This allows the big V10s to be spaced just 26in apart in multi-engine new installations and repowers.

The V10 outboard has exactly the same bore and stroke measurements as its V6 and V8 siblings (92mm x 86mm) meaning they can all be built on the same production line and fitted with the same pistons and many components.

We were told in our seminar sitting, that the new V10 is up to 56% quieter than its rivals at wide open throttle, and on the water – it was hard to believe there were 10 cylinders working away under the cowl. There is also a very cool Advanced Sound Control (ASC) feature, which at the push of a button, offers a quiet stealth mode or in the lower rev ranges a sport mode, offering

PowerCat 9000 twin 350HP V10s

PowerCat 9000

PowerCat 9000

600 HP V12

the croakier sound you would expect from a V10. It was interesting to notice, there was no tell-tale, as this was the loudest noise at idle, which annoyed the designers, so they eliminated it.

The all-new gearbox and custom designed Revolution-X propeller has wider blades than normal, to handle the increased torque delivered, increase fuel efficiency and improve steering at low speeds.

For the petrolheads among us, there is also a 400R V10, which offers another 200 rpm, stiffer engine mounts, a smaller gear case and gearing worked for top end performance.

NEW ELECTRIC POWER STEERING SYSTEM

The new engine and all engines 250hp plus, can now be set up with Mercury's new fully integrated power steering system (with the option of a joystick control). This can be set up for multi-outboard installations, offering simplified rigging, less maintenance, better response and less clutter through the loss of hoses and actuator pumps. Also means better 'transom real-estate'.

Mercury have also introduced a range of new features to the next generation controls including, autopilot, auto heading, joystick options and docking assistance.

IMPROVED CHARGING

A newly developed alternator, provides 150 amps of charging power at just 1,500 rpm. This is over twice that of the previous 2.6-liter L6 engine and 30 percent more than the Verado V-8s. Mercury have also developed a new 48-volt alternator to charge the latest Navico Fathom e-Power lithium-battery-based auxiliary power system which is an option as a replacement for an onboard generator. This has the capability to feed power-hungry devices such as air-conditioning and gyro stabilisers and also offers rapid charging for the house and starter batteries.

NEW MERCURY 25 AND 30HP FOUR STROKE

Mercury also had on show their new Mercury 25 and 30hp four stroke, which we all got to experience. This new 500cc, 3 cylinder engine, weighs in at just 60kgs, a whole 11 kgs lighter, cleaner and more economical than the previous model and is SmartCraft compatible (via phone).

MERCURY 600 V12

To blow any cobwebs out, Mercury also had on hand a 600 Gemini fitted up with their 7.6 litre 600hp V12 which was released in 2022. We again got to get out and burn some fossils in the 2 speed gear case steerable V12. To read more about our V12 reports visit the websites listed to the right:

MERCURY V10 SPECIFICATIONS

Power 350hp & 400hp
Max rpm 5800rpm – 6400rpm
Capacity 5.7 litres
Cylinders 10
Bore x stroke 92mm x 86mm
Weight 316kg
Alternator 12V/150A, 48V/150A
Gear ratio 2.08:1
Fuel 87-octane unleaded
Shaft lengths 20in, 25in, 30in, 35in
Servicing Annually or every 100 hours
Pricing 350XL NZ$64,553
Pricing 400XL NZ$69,997

POWERBOATMAGAZINE.CO.NZ/1200HP-PROTECTOR/

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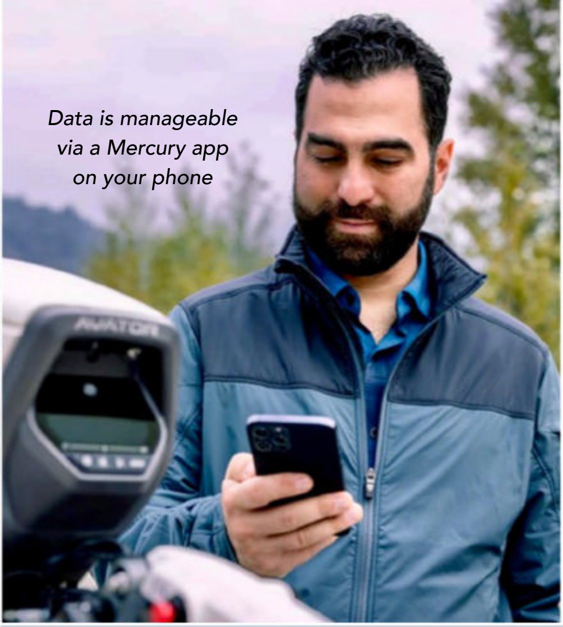
7.5e
STACER
PROLINE

Mercury
Avator 7.5e



Data is manageable
via a Mercury app
on your phone

ELECTRIC AVATOR 7.5E

Mercury can now boast being manufacturers of marine engines, from 1 hp to 600hp in petrol, diesel and now electric propulsion versions. It was the logical and obvious next step in Mercury’s marine propulsion offerings.

Designed with the Mercury outboard family look’, the very portable Avator 7.5e produces 750 watts of power at the prop, this equates roughly to the same performance as a 3.5hp outboard, which it felt like on the Gold Coast broad water, without the petrol outboard negatives like fuelling, starting with choke management. Instead we enjoyed a no fume, no vibration performance, with a battery that simply dropped into the top of the outboard.

The 1 kw battery could run us for 1 hour flat out at 7.9 kph (about the same time as one tank on a 3.5hp outboard). Or pull the throttle back and we are told you could expect close to 19 hours running at optimum speed levels. The boat seemed to hold at a constant speed no matter whether you had one onboard or four.

The Avator had a comfortable tiller handle, which as well as controlling the forward/reverse speed, also controls the multi-tilt lock / trim levels and also acted as a great carry handle.

The handle is centred, balanced and very easy to carry. The unit weighs in at just 9.1 kgs, with the 7.6 kg battery added, the total weight was 16.7 kgs.

The 1kw battery, which is capable of up to 1,000 charges, is energised by a 230w charger, this takes about 3.5 hours to power up to full charge.

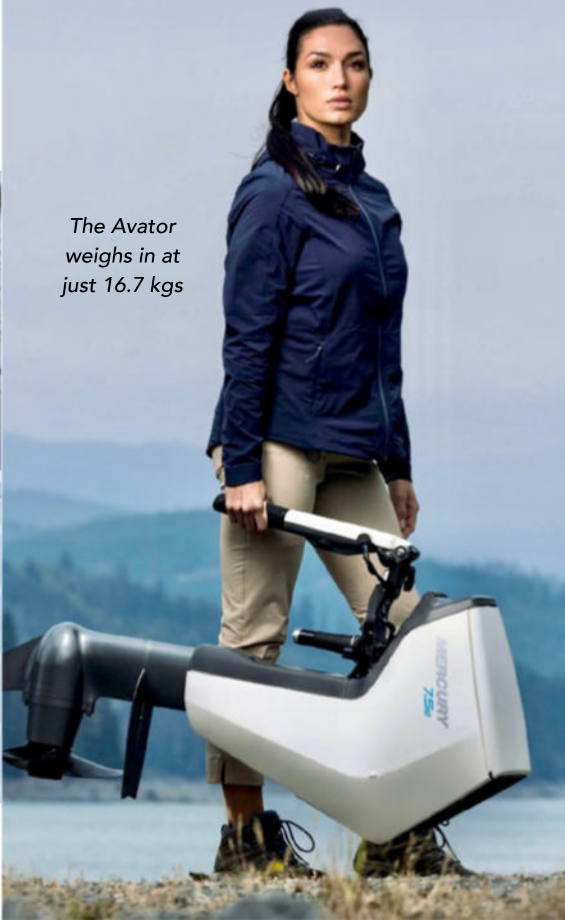
Ideally positioned on the front of the engine cowl, is a bright integrated intelligent display (with GPS), even in the bright Gold Coast sun, it clearly displayed the speed, battery level, range, warnings and settings with features and data that is manageable via a Mercury app on your phone.

I feel the Avator 7.5e, which comes in at (15” shaft) $6,498 will be a great addition to your dinghy at the holiday home or tender on your diesel launch, the later, avoiding the need to carry gasoline onboard.

Moving forward, Mercury are planning to release a 20e (5hp) and 35e (9.9hp) version later in 2023 (with remote controls as an option), these will come with an external battery and switch box, capable of running multiple battery options.

MERCURYMARINE.COM

The 1 kw battery can run for 1
hour, flat out at 7.9 kph, or 19 hours
running at optimum speed levels



The Avator
weighs in at
just 16.7 kgs

MERCURY
7.5e
AVATOR
80

Mercury
Avator 7.5e

Some boaties still haven't tried our antifoul...
Those who have - won't try anything else!

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Also Contains 446g/Litre Hydrocarbon Liquids
Net Contents 4 Litres

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- Will not affect stitching or exotic sail fabrics.
- Perfect for RIBs when the mould is growing on the PVC tubes.

NEW ZEALAND MADE
WARNING
WET&FORGET
moss mould lichen & algae
REMOVER
READY 2 SPRAY
NO BLEACH

Salt Shaker Salt Removal Products:

NEW ZEALAND MADE
SALT SHAKER
BOAT & TRAILER WASH
READY 2 SPRAY
WET&FORGET
SALT SHAKER
FISHING TACKLE WASH
READY 2 USE

- **Boat & Trailer Wash**, salt removal, gives additional corrosion protection for galvanised boat trailers.
- 2L makes approximately 240L of product.
- Fresh water does not dissolve salt effectively, but the surfactants in Salt Shaker, attack the salt molecule, allowing the salt to be flushed away.
- Reapply to galvanised trailer, springs and brakes to help prevent corrosion!

RTU Fishing Tackle Wash
is also for salt removal on reels, roller guides and rods

More info on www.wetandforget.co.nz

PARTY BOAT *OR*

BENNINGTON

While the pontoon boat market in the USA is one of the fastest growing sectors, it is almost unheard of in New Zealand. Well, now, Kiwis have a chance to experience this very different style of boat with the introduction of the US-built Bennington range. Barry Thompson went to Taupo to check out the 25 QSB, the flagship of the Bennington fleet.

FAMILY BOAT?

WORDS BY **BARRY THOMPSON**

Party boat or family boat, the Bennington 25 is perfect for both.

Firstly I need to explain the term 'pontoon'. In New Zealand, we refer to pontoon boats generally as rigid hulled aluminium chambered boats, mostly in alloy, that typically have tubed sides. The first hull to claim this status was the Stabicraft 3.5 dinghy built in 1987. Today, dozens of manufacturers do Kiwi-style pontoon boats with more than 100 models.

Bennington was founded in 1997, and since the beginning, the company have focused on leading in innovation and design with meticulous attention to detail and quality. Step aboard the 25 QSB, and it is easy to see they mean business, and I can understand why they are one of the industry leaders, building 55 boats a day.

The curved bow and forward-facing arch give the 25 QSB an unmistakable silhouette that sets it apart. While this is a proper party boat, it is still well formatted to be appreciated by Kiwi buyers that will see it as a family boat.

The first two Benningtons to arrive in New Zealand in early 2023 were the 21 SXSR and the 25QSB, brought in through new Australasian dealer, Polaris New Zealand. Retail Development Manager Craig Tillson says the Q range is one of Bennington's flagship models developed on a bigger platform, so you can get many more people aboard and make it more of a family boat.

Being sold throughout New Zealand by Trev Terry Marine, MD, Brock Terry said the first time he ran the Benningtons, he felt they performed far better than he thought they would. "They steer and turn well, are super stable, and while they are exposed, I have had both boats out on some very choppy and windy conditions on Lake Taupo and Lake Wanaka, and they were as dry as any monohull", says Brock.

It's all about space with maximised seating everywhere.

The multifunctional swingback rear lounger hides a flip-privacy enclosure beneath.

The bow area can be converted to loungers.

MARKET IN NZ

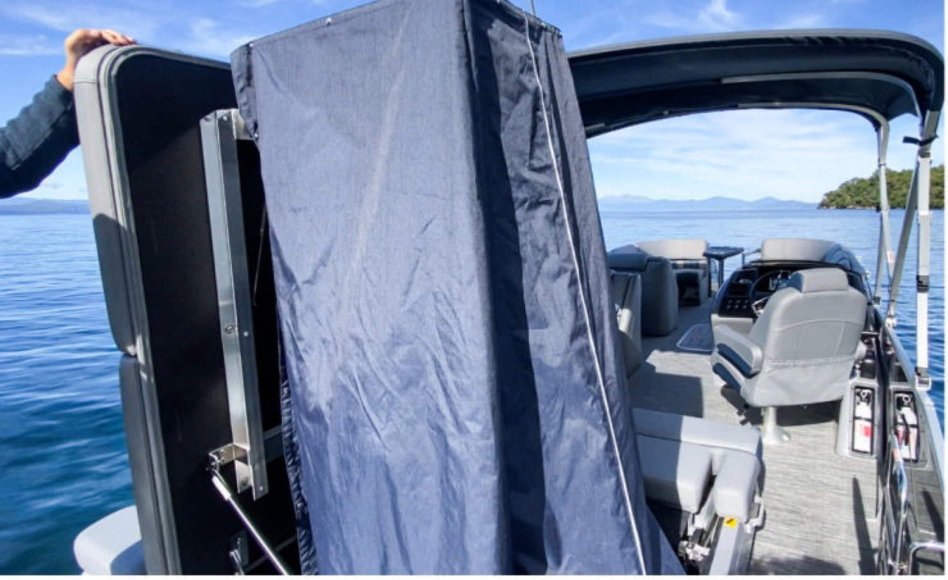
To understand the difference between Bennington and other pontoon manufacturers, you need to start with the construction methods. Bennington uses what they refer to as their thru-bolt technology on each hull. This system ensures far less flex, plus thick cross channels provide extra vertical strength. Combined with their extruded M-deck brackets and flange bolted deck construction, this minimises twisting and assists in a solid and quiet ride.

The 25 Q Series has various hull options and provides different running surfaces, pontoon diameters, shapes and sizes suitable for multiple applications. Our boat had what they call a 'tri-toon' hull configuration which is essential a cat with a centre pontoon.

This ESP Sport Performance package has running surfaces engineered for peak performance and ride quality. The fully integrated platform boasts two circular 635mm outer tubes and an elliptical 813mm tube in the centre. Constructed of 3mm gauge aluminium, each tube is internally reinforced with stringers and bulkheads. The central tube has a lifting strake on either side, while the outside pods have internal performance foils. All three have solid keels, so you have plenty of protection bringing the boat up onto a beach or rough surface. Engineered for higher horsepower applications and rated up to 450 hp, ESP is optional on select outboard models and standard on 2.6m wide twin-engine and sterndrive models.

Bennington has done a lot of development to bring a performance type pontoon boat into the market for various boating applications.

Whatever hull form you choose, they all offer unprecedented stability and buoyancy.



Q LINE

There are two models in the Q Line series; the single-engine 25 QSBWA and the twin-engine 27 QSBA. The single-engine models are rated for up to 600 hp, with twin-engine configurations boosting a maximum of 900 hp.

Bennington understands that not everyone wants the same layout, so they offer many options. Once you have settled on a floor plan, the seating can be altered to suit your entertainment needs. Swingback is an innovative floor plan that enables dual seating capabilities by allowing you to face forward or backwards depending on the position of the furniture.

Featuring a quad bench seat format, one of the most popular layouts in the Q Series, the configuration maximises seating, storage and lounging space while still leaving a starboard side access to the aft deck. The five-position swing back seating layout allows multiple seating and lounging positions, all flanked with speakers and drink holders. You can also fold the backrest down so you have one large sunpad.

There is ample storage under the rear seating, plus a pop-up privacy enclosure, perfect as a changing space, or it can be fitted with a portable head.

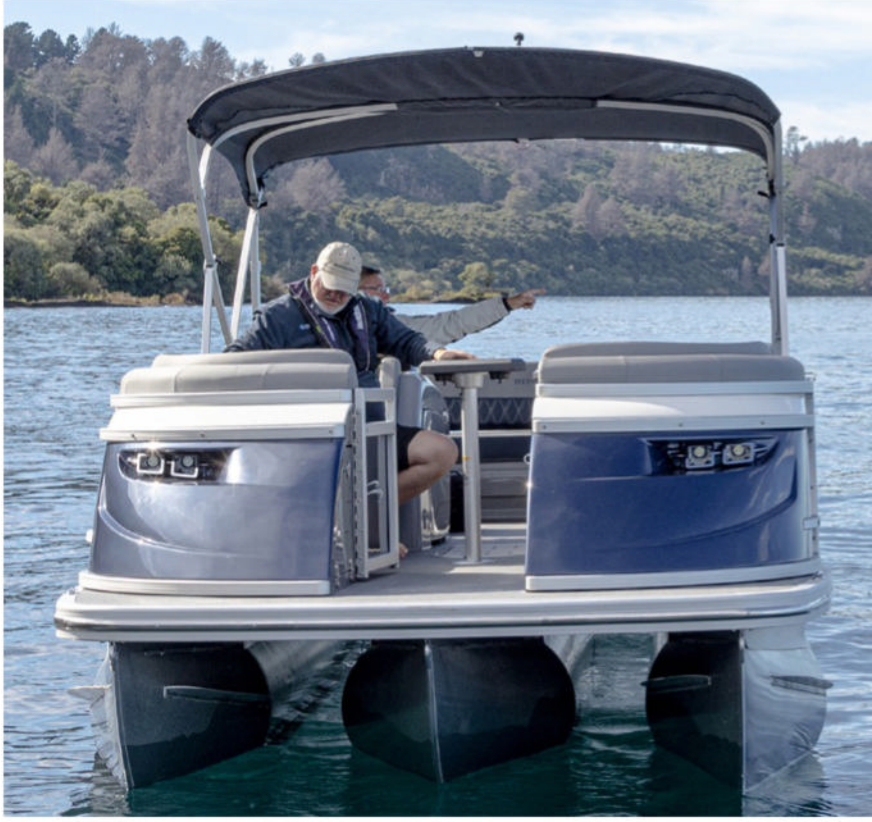
Twin adjustable bucket seats bring the cockpit seating aft to 5-6, and with the seats swung around, you have a great entertaining space. After all, this is a party boat.

The starboard helm is superbly dressed with a single MFD in the centre and all the necessary controls and switches conveniently placed.

With every available space used, storage has not been forgotten in the Bennington. Such as large lockers in the mid console, under the forward loungers, underfloor and around the transom. A cool feature is the portable drink holders that can be positioned anywhere around the lounge seating.

The Q Model has a flowing design that's both inviting and functional. There's a port side gate and a bow gate onto a short foredeck which makes getting aboard the 25 QSB great from a marina, dock or off the beach. While you might call the Bennington a bowrider, it's more than that. It does have an open bow and seating on either side, but the big difference is it has a walk-through bow onto a short foredeck. Surrounding the bow is a stylish fibreglass fairing, with alloy panels running all the to the transom on either side. There is storage here for the anchor tackle, ropes and fenders.

A stowable sculpted rectangular bow table is also provided with more drink holders. I was impressed with the quality and presentation of the upholstery, from the double stitching in the seats and side panels to the carpet and embossed company logos that reminded me of Bentley. The furniture style and accents all blend well with the Sunset Red exterior. As a slogan I saw says, "There are pontoon boats, and then there are Benningtons!"



OPEN BOW

The 25 QSB comes with a forward facing fibreglass bimini arch that looks racey and gives the boat a certain character. The electrically operated bimini affords extra weather protection in the cockpit, with another available for the bow area. Sorry, but you're open to the elements if you are sitting in the bow.

ON THE LAKE

Lake Taupo is a beautiful venue to review boats, and it was the perfect setting for the Bennington. I envisioned the ride being like a powercat that would lean outboard on the turns. So I was surprised that it felt no different

The privacy enclosure is a surprising feature.

The kids will be safe with the stainless safety gate.

The tri-toon hull shape is quite apparent.

SPECIFICATIONS

Design Name Bennington 25 QSB
Price $NZ349,990
Year Launched 2023
Builder Bennington
Designer Bennington
Hull Type Pontoon
LOA 8.30m
Beam 2.60m
Height on Trailer 2.80m
Trailerable Wght kg
Max Speed 37 knots
Construction Alloy Hull / Fibreglass Deck
Fuel Cap 140 litres
Engine Yamaha 250 Vmax SHO
Propeller
MFD Simrad Go9
Ent System Rockford PMX-2
Contact Trev Terry Marine
Ph 073787779
brock@trevterrymarine.co.nz

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SHO
vmax
YAMAHA

PERFORMANCE DATA : YAMAHA 250 VMAX SHO

RPM	Knots
1000	3.6
1500	5.5
2000	8.0
2500	10.5
3000	13.5
3500	17.5
4000	22.0
4500	27.5
5000	32.5
5500	37.0

Note: Range is based on 90% of fuel capacity, in calm conditions.

The side gate makes on and off access a breeze.

The aft deck offers space for fishing.

from a conventional mono hull. The ride and handling felt precisely the same, but it shone when it came to hard turns. The tri-hull doesn't heel at all and stays perfectly level and flat.

Plus, it is not susceptible to weight distribution. To illustrate just how level the hull rides, with 110 kgs of passenger weight moved forward to one side of the bow, there was no appreciable difference to the boat trim at speed. Stability at rest is unquestionable, and with three pontoons, the Bennington 25 is virtually unsinkable. From the helm position, it doesn't feel any different than driving a large bowrider, and while I was on a calm lake, I thought it would handle itself in a reasonably choppy sea. Craig said he had run the boat on a rough day on Lake Taupo and was surprised at how well it coped with the conditions. I am not sure how it would handle a rough Hauraki Gulf chop, but I would certainly like to try it.

The central pod is designed to deliver solid water to the propeller, so there is plenty of bite. When I pushed the throttle down, the boat quickly accelerated, and there was a minimal transition (hump) onto the plane. It's like it's already planning at rest. With the Yamaha 250 I saw 37 knots on the Simrad Go9. The boat felt just right, cruising around 4500 rpm @ 27.5 knots. Unfortunately, we could not record any fuel data due to a fuel reading issue.

If the boat is loaded with people, getting on the plane and maintaining a reasonable cruise speed is effortless. The three hulls provide buoyancy and keep the boat stable and level.

PARTY OR FAMILY

Bennington's bold, forward-thinking design puts the pontoon boat on a whole new level of acceptance. It combines the best of a pontoon boat and the most coveted attributes of a fibreglass bowrider. Graig admits that it will take some time for Kiwis to understand and accept this 'new' boating style, but he is confident there is a market in some regions of the country. Party boat or family boat, the Bennington 25 has it covered.

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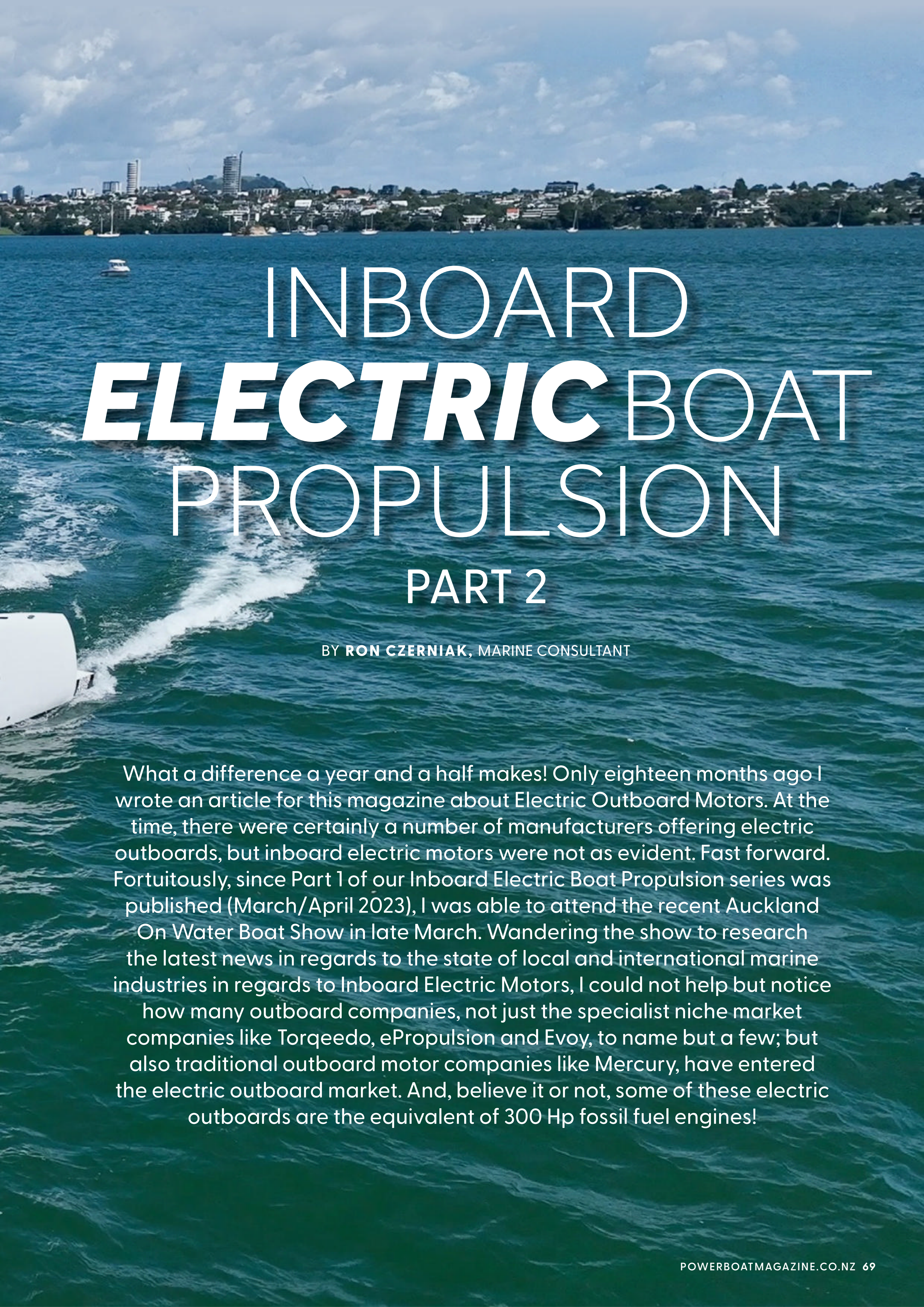

INBOARD *ELECTRIC* BOAT PROPULSION

PART 2

BY **RON CZERNIAK,** MARINE CONSULTANT

What a difference a year and a half makes! Only eighteen months ago I wrote an article for this magazine about Electric Outboard Motors. At the time, there were certainly a number of manufacturers offering electric outboards, but inboard electric motors were not as evident. Fast forward. Fortuitously, since Part 1 of our Inboard Electric Boat Propulsion series was published (March/April 2023), I was able to attend the recent Auckland On Water Boat Show in late March. Wandering the show to research the latest news in regards to the state of local and international marine industries in regards to Inboard Electric Motors, I could not help but notice how many outboard companies, not just the specialist niche market companies like Torqeedo, ePropulsion and Evoy, to name but a few; but also traditional outboard motor companies like Mercury, have entered the electric outboard market. And, believe it or not, some of these electric outboards are the equivalent of 300 Hp fossil fuel engines!

An array of solar panels on the cabin roof provide additional charging for the battery bank in addition the the Genverters below deck.

But back to electric inboards. Having researched and written about the status of the Inboard Electric Boat Propulsion market and, having learned how fast and how far this market has progressed, I was still not prepared for the plethora of manufacturers offering practical electric inboard alternatives. Even more impressive was how many boat builders, and their customers, are embracing electric technology options. As with cars, a decade ago, "petrol heads" in the marine market, until recently, were still in the majority. This is rapidly changing and many boat builders I spoke to at the show, where electric propulsion is now a viable alternative to conventional ICE (Internal Combustion Engine) propulsion for their vessels, are incorporating electric technology. On the consumer side, there is an increasing demand from customers to go green with their boats, wanting to reduce their own personal carbon footprint, reduce the demand for fossil fuels and as a bonus, enjoy the quiet of electric propulsion while also eliminating the smell of diesel or petrol fumes from their ICE exhaust.

In my last article I stated that we would be looking into the progress of some of the companies mentioned in Part 1 and explore more about the actual boats that they have, in reality, built or are building and on which they have, or will be installing electric propulsion systems available from the manufacturers also previously mentioned.

However, a quick note before you continue reading, for those that still struggle a bit with electric terminology versus ICE terminology.

Fossil fuel	vs	Electric fuel
Fuel Tank	=	Batteries
Litres of Fuel	=	kWh of energy available
1 Horsepower	=	0.75 kW approximately (or, If you prefer, 1 kW = 1.341 HP)
0.738 lb/ft.	=	1 Nm (Newton metres)

Therefore if a fossil fuel boat hypothetically holds 100 litres of diesel and you burn 2 litres an hour at 10 knots; on a full tank you can run for 50 hours or 500 nm.

An electric powered boat is very similar. If you know your boat has 100 kWh of available energy in its batteries and you use 2kW at 10 knots; on a full battery you can run for 50 hours or 500 nm (assuming 100% efficiency).

Putting things in comparison, I recently read a new hybrid electric car review article and they quoted the power of the vehicle as being 103kW/220Nm. If you're still a fossil fuel thinking person this vehicle equates to 138 HP/162 lb/ft. of power. Got it?

Earthling (EV) Ltd has come a long way in the short period of time since I first mentioned them in Part 1 of this series. In chatting with John McGettigan recently, he stated that Earthling does not view the Pacific market (NZ, Australia and the Pacific Islands) as mature yet and thus far he has primarily focused on Europe, and partnered with European suppliers, even though boat and systems were designed and implemented from NZ.

While analysing markets with the most potential for the "Earthling E40", John felt that geographical areas with calm seas and interesting populated topography, like that of the Mediterranean and South East Asia (SEA) should become his target markets.

Interestingly, as I put the finishing touches to this article, some breaking news. Earthling has just entered a partnership in South Korea which will bring the E40 and E-THOS system to the huge developing pleasure boat market there. As would be expected, John it is extremely excited with the prospect of exporting NZ technology to a very high tech and advanced electrical propulsion (think Hyundai and Kia) focused country such as South Korea. Having spent considerable time along the southern coastline of South Korea during my time with Vetus-Maxwell, I can attest to the suitability of this being an area with generally calm seas, great cruising grounds and an affluent, sea orientated population.

Being the Eco-Warrior that he is, John intuitively recognised that electric boat propulsion was the future even though he didn't fully comprehend, at the time, the full capabilities of marine E-Propulsion. However, without even a nod to existing offerings he adopted a true blank sheet approach and went all out to utilise this new technology.

Although John's focus was Europe and SEA, since logging approximately 500NM this past summer in New Zealand, some interesting observations were made, proving the E40 is a very capable Hauraki Gulf Cruiser with no ports of call necessary.

His conclusions can be concisely bullet pointed as follows:

- Extended stays without infrastructure didn't matter. There was no need to plug in or fuel up. Solar and the highly efficient backup generation system coped seamlessly.
- Although daily passage making in excess of 30NM required Hybrid mode, the diesel DC Genverters used only 3-4Ltrs p/hr, continuing to drive the boat and complete the daily voyage legs quietly at the sweet spot of 10-12 knots, eliminating range anxiety and arriving with plenty of house power for the evening on a silent ship.
- While the hull is very light (3600 kg); mini keels, deep rudders and the huge high torque E-Props kept the boat surprisingly well planted. As with EVs on the road (compare 1600cc to 5000cc V8 size, weight, running cost etc.), the power available on board well exceeds that necessary; which at sea is a real safety net. The footprint is the same and there is no advantage in having the extra power; compare carrying a 5 litre V8 engine in terms of weight, running cost etc. to a 1.6 litre motor, which is all that is necessary 90% of the time.
- Even turbulent seas where not so bad. On a return passage from Kawau Island with over 20 knots of wind and two metre swells, although not pleasant, the crew felt safe, confident and comfortable. With all the drive aft, lifting the knife edged bows through the seas, the voyage was not a slog and the E40 pointed exactly where one needed to go.
- Something pleasantly unexpected was also discovered. In a downwind blow, the E40 surfs really easily, giving the feeling of "Sailing Without Sails", while still feeling planted and on course.
- This light craft, even with another 1000 kg of people and provisions aboard, performed well, proving this vessel is not just a day tripper.

Although the E40 demonstrator is destined to be shipped offshore in June it won't be long before another arrives in NZ. Although New Zealand doesn't have the population to provide early adopter market density, we do have the mind-set for marine E-Propulsion and, as John discovered, the physical environment for this E-Cat.

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ZeroJet has recently launched an electric jet model, the EJET330, with Highfield Boats, one of the world's leading aluminium RIB manufacturers

Zerojet/Highfield: I never ceased to be amazed by the depth of Kiwi Innovation within the marine industry. One year ago I wrote about ZeroJet, the New Zealand designer and manufacturer of electric jet systems. After testing their ZeroJet C350 Tender (PPB March/April 2022), I concluded the boat test article with the following comment: “There is little doubt in my mind that ZeroJet and OC Tenders will soon see a massive international interest in their innovative Kiwi products. Watch this space.” Prophetic? Indeed!

Zoom forward to March 2023 and the Auckland On Water Boat Show, where I was able to catch up with several of the people at Zerojet, whom I had met previously and, was also delighted to finally meet Bex Rempel and Neil Mans, the founders of the company.

In discussion with David Proctor, Zerojet's CMO, I discovered that the company's focus over the last year has been on developing and promoting their electric jet system so that they can supply to boat build partners around the world who will utilise it their designs, rather than Zerojet being involved in boat production. After proving to OCT the worth of the electric jet concept last year, Zerojet continues to work closely with OCT and have their new Gen 2 system shipping with tenders to OCT customers from this September onwards. The increasing supply of their systems across multiple boat builder partners has verified conclusively that it is the way forward for Zerojet.

Now ZeroJet has recently launched an electric jet model, the EJET330, with Highfield Boats, the world's leading aluminium RIB manufacturer, whose vessels are built in the company's state of the art production facility in Weihai, China and operating under European management. By joining forces, the two companies are combining Highfield's performance and strength with ZeroJet's efficient and powerful electric system.

The EJET 330 RIB will be available in the Highfield 2024 range, and with no bulky outboard or exposed propeller, is safer to use in the water. As well as the general benefits of electric over ICE, the EJET 330 can be used in very shallow depths, its low profile allowing it to be easily beached and is the perfect choice for compact storage on-board and in tender garages. The ZeroJet water jet pump and compact electric motor weigh 50% less than a comparable fossil fuel outboard motor.

At 3.36 metres long and 1.82 metres wide, the RIB comes with an FCT one-piece combination seating/steering console system. It features a 10.8kWh battery and power equivalent to 20hp. The boat can reach an impressive 25 knots maximum speed and can cover 12 nautical miles at 14 knots speed. Bex Rempel, ZeroJet CEO & Co-founder, comments “Partnering with Highfield, such a prominent boat builder, helps us to accelerate the industry towards an electric future and provides customers with RIBs which are fun, safe and sustainable.”

As I said about ZeroJet a year ago; “No pollution, no noise. Just you, the ocean, and a rechargeable battery. I like that!” Now having seen the new prototype Highfield EJET 330 at the boat show, I look forward to doing a boat test and experience, first hand, the performance of this new craft. Once again, watch this space.

Vetus-Maxwell, as mentioned in Part 1, recently introduced the Vetus range of E-Line Electric Inboard Motors to the global market. Across the ditch in Australia, Luxfords Marine, the Victorian state distributor for Vetus-Maxwell products, decided that, due to the level of interest in the Vetus E-Line Electric motors, they would undertake their own conversion of a diesel powered boat to Vetus E-LINE electric propulsion for research and demonstration purposes.

They selected a somewhat derelict 17.5 foot Gil Craft sail boat, saved from years of further decay which was originally powered by a 12 hp Swedish diesel engine. Having removed the cabin and built a centre console to make it into a day cruiser, they completed the fit out exclusively with Vetus-Maxwell equipment. The demo boat idea was due to the level of interest in the new VETUS E-LINE motors and the questions raised by potential customers regarding range and performance vis-à-vis engine hp to electric Kw conversion and ease of installation.

Luxfords discovered that by doing a conversion themselves, a fantastic learning experience ensued, not only on how easy the E-LINE was to fit and connect up, but how to retro fit batteries, wire everything up

A derelict 17.5 foot Gil Craft sail boat converted to a traditionally modern, fully electric craft powered by a Vetus E-Line 5 Kw motor.

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Gilly
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LUXFORDS

correctly and how to recharge the batteries. They were then able to put theoretical propeller calculations data regarding E-LINE performance calculations into reality and on launching discovered that the actual performance out on the water was as exactly per the Vetus engineer's data. Love it when a plan comes together!

Once launched, the boating experience proved to be amazing, with smooth and quiet torque. Throttle response was even and linear, allowing great control when docking and the ability to use boost mode to push though strong currents or to lift the boat onto the trailer when retrieving.

Additional benefits include battery monitoring through a digital shunt and NMEA2000 communication, plus Wi-Fi to a smart phone, giving real-time data and confidence on the water in regards to range relative to speed, wind and tide. Not to mention, zero smell, zero fuel spills, zero oil leaks, zero annual servicing and zero concern over; "Is it going to start or emit an embarrassing plume of smoke when I hit the ignition"?

Summing up, the E-LINE motor and controls are on par, price wise with an equivalent diesel engine and although batteries, particularly lithium, are more expensive, the warranty and duty cycles far outweigh their counterparts and will pay off in a few years of diesel fuel and engine service costs.

A collaboration between eD-TEC and Silent Yachts will see the first production boat series using the full eD-TEC/Q-SPD package.

Specifications

Powered by Vetus E-Line 5 Kw

Run time @ 4.5 Knots (hull speed) 7.2 hours

Batteries: 3 X INVICTA LiFeP04 48V 75Ah giving a total of 225 Ah equalling 10.8 kWh. A 12v 105 Ah AGM runs control circuit and 12v accessories

Recharge time with a 48v-18 amp wall charger is 3-4 hours

eD-TEC/Q-Speed is a collaboration between New Zealander, Leigh Michau, founder of Q-Speed and German, Michael Jost of start-up company eD-TEC. Between them and their 'Believer Team', they have designed and developed a system to offer an electric drive solution to the boating industry for vessels from small day boats and tenders to performance cruisers up to 30 metres in length.

eD-TECs 360º, end to end technology stack, encapsulating full electronic control systems, energy storage and charging system and high performance propulsion system, all connected to and supported in the cloud via advanced AI, was illustrated in Part 1.

Engel 40 Litre
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Engel's latest addition

This new model is a new combination Fridge and Freezer, with added features including the removable internal divider and thermostatically controlled fan. The MT45FCP gives three versatile configurations;

option 1 Freezer 16 litres / Fridge 23 Litres (total 39 Litres)

option 2 Freezer 22Litres / Fridge 17 litres (total 39 Litres)

option 3 Refrigerator Only (Divider removed total 40 Litres)

Three-Year Warranty

This model also includes the user-friendly digital control with LED display, along with built in battery monitor. Supplied with both cords, the 12 volt cord that plugs straight into your vehicle's cigarette socket and the 240 volt lead with three pin plug, (Auto switching).

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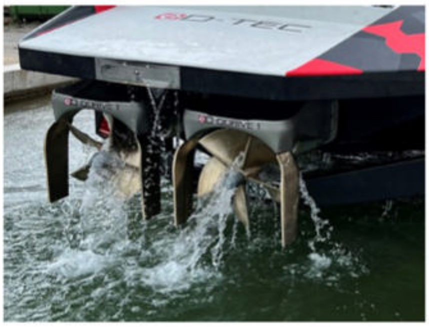
The enormous eD-TEC/Q-SPD power solution is in the eD-QDrive; a fully integrated propulsion package designed and developed by collaborating with by Leigh Michau, owner and designer of the Q-SPD surface drive system.



By embacing Q-SPD's already proven and successful surface drive technology, eD-TEC have employed the most effective form of propulion for planing boats and in so doing, offer the highest propulsive efficiency possible. To quote Michael Jost, "We are not interested in going slow – the eD-QDrive and the eD-TEC tech-stack is built around the principle of GO FASTER, GO FURTHER". As such the company has targeted effectual solutions which will typically have +50 knot peak speed capability, but will have the best economy and maximum range capability at 25 to 30 knots. This means working with efficient hull designs, ultra light weight manufacturing, including the carbon fibre composite construction eD-Q-Drive, for the best possible power to weight ratios.

The eD-TEC development program is utilising an 8 meter light weight high perfromance speedster, purpose built for the eD-TEC platform by Kaiser Bootsmanufaktur in Germany. As we go to press, integration and testing of the entire system is taking place at the Kaiser yard, including testing of all systems in their purpose built test pool to ensure all systems are working 100% before moving on the sea trails.

Concurrently, as the first prototype production boat nears completion and as soon as the test program is complete, a collaboration between eD-TEC and Silent Yachts will see the first production boat series using the full eD-TEC/Q-SPD package. Following the principles of 'highest efficiency integration', the 8 meter, foil assisted Silent Speed 28 catamaran will be fully spec'd as a high end tender. A cruise range of 70 nautical miles at 30 knots, and peak short burst speeds in excess of 60 knots, are expected.

To enable such performance, speed and range, eD-TEC is developing a light weight high C-rated* (high capacity charge/continuous discharge capability) battery system, with options from 80 to 320kW. A high C rated battery is required to enable high power draw from the battery system for extended periods, thus enabling longer range at prolonged higher speed.

A 25 year old 7m Ramco trailer boat retro-fitted with a Naut inboard electric propulsion system.

Naut, as mentioned in Part 1, designs and builds electric propulsion systems which include an inboard system that will work with jet units, stern drives or Naut's own electric outboard with the focus on the 6 – 12m trailer or marina boats, which

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are commonly powered by equivalent 150-300 hp engines. Naut believes it is the only marine electric propulsion company, where the design and build occurs 100% in NZ, focusing on commercial products of this size. While primarily focusing on the propulsion system, Naut have a suite of design partners they work with, to complete bespoke boat and electric propulsion designs specifically meeting customers multi boat fleet needs.

We introduced Naut in the March/April issue and since then, such is the confidence in their product and R&D, Hillfarrance Venture Capital Fund has invested $1.5M into Naut. The investment allows Naut to accelerate the development of their systems. Secondly, Naut has experienced a significant increase in discussions and contracts with customers and boat builders, both within NZ and globally, proving yet again that the interest in electric boat systems clearly continues to grow, whether due to getting an ROI, reducing pollution and noise, or just having the best and latest technology!

Naut aims to have their inboard system available for order later in 2023 and the outboard early 2024. I look forward to doing a boat test later this year and In the meantime, any customers or boat builders interested in discussing opportunities to join the growing market that is electric boating, should contact Fiona Bycroft, the co-founder and CEO at Naut in Whangarei.

EVOCEAN, representing ePropulsion and Oceanvolt here in New Zealand, were featured in Part 1 of this series. Since then they have been very busy over the past several months and after visiting Evocean at the Auckland On Water Boat Show recently, I was impressed to discover that they have now completed or are in the final throes of completing a few very interesting electrically propelled boat projects.

However, as far as ePropulsion goes, their I-Series inboard motors have only just been released and the first units are now coming off the production line in China. Here in New Zealand Evocean is about to receive one of the first 10 units produced and it should be in the country by May. This I-Series unit will be installed into a classic 28 foot yacht.

In the meantime, Evocean have another project close to completion; a 5.5 m RIB. Although not inboard propulsion, it is fitted with two 10kw ePropulsion electric outboards. This vessel will be tested by Westhaven Marina, and all going well will become one of their fleet.

In regards to Oceanvolt inboard electric propulsion, Evocean has been involved with three installations here in NZ, all utilising Oceanvolt systems. The first one being a 50ft catamaran, which has two electric Oceanvolt 15kw sail drives with two generators and battery packs. The second was a Leopard 45 sailing cat installed with two Oceanvolt 15Kw sail drives, batteries and a generator. The last one was a traditional Vaka, a new build by Lloyd Stevenson boat builders. Two Oceanvolt AXC10 shaft drive electric motors, batteries and generators were fitted to this traditional South Pacific vessel.

Traditional South Pacific vessel fitted with two Oceanvolt AXC10 shaft drive electric motors

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With up to 100 kW, the high-RPM Deep Blue 100i version easily powers planing boats.

A 40-foot, fully electric wave surf craft, fitted with two Sealence Deep Speed drives, currently under construction at JP Craft.

Torqeedo, although not a Kiwi manufacturer, it is mentioned here simply because of the fact that they are an international company at the forefront of electric boat propulsion, both outboard and inboard and are strongly represented here in New Zealand through their long standing distributor, Power Equipment, located on Auckland's North Shore. We featured Torqeedo in the September/October 2021 issue of Pacific Power Boat magazine in an article entitled "Silent Power" – The 2021 Buyers Guide to Electric Outboards and Trolling Motors".

While Torqeedo is well known for their electric outboard motors, what is not so well known by many boating end users, is the fact that they are also at the vanguard of the design, manufacture and supply of inboard electric motors. Torqeedo's superior electric motors are suitable for powerful motorboats, large sailing yachts and commercial vessels such as ferries. With up to 100 kW the high-RPM version easily powers planing boats, while the low-RPM version is ideal for large yachts and other displacement vessels.

In speaking with Dave Low, Power Equipment's NZ Branch Manager, he advised that although there haven't been any significant projects in NZ yet to be fitted with the high voltage/Deep Blue Inboard systems, there are plenty of examples from other parts of the world, as illustrated above.

The Deep Blue System is a fully integrated high-performance system for propulsion and energy management, propounding a high-power electric drive system for motorboats that offers exceptional performance, professional safety and easy operation. Motorboats and fast yacht tenders can choose from a range of "state of the art" inboard models up to 100 kW. With a 9-year limited battery capacity warranty, outstanding efficiency, and a proven long service life; backed by Power Equipment here in New Zealand, Deep Blue is an excellent solution for powerful electric motorboats.

Although Torqeedo offer several smaller Deep Blue options, from the smallest 25 R (25 kW) through to the 100i (100 kW), for fast speed boats, most interest will be for the Deep Blue 100i 900, which is suitable for heavy displacement vessels, with its robust direct-drive motor delivering 100 kW of emission-free power and over 1,000 Nm of torque and the Deep Blue 100i 2500with a 100 kW motor, specifically constructed to power fast, planing motorboats. With a reliable, low-maintenance, direct-drive design, the Deep Blue 100i delivers extraordinary performance, with up to 2,700 RPM and a torque of 437 Nm.

The Torqeedo Range of Electric Inboard Motors are offered to fulfil the requirements of nearly all types of boats and it is all but certain that a New Zealand boat manufacturer will be collaborating with Torqeedo/Power Equipment to build a vessel fitted with a Deep Blue inboard electric propulsion system before too long.

JP RIBS, a well-regarded industry name has evolved to better reflect the full scope of their offering - and their ambitions. JP RIBS began with the combined vision and experience of father-son duo, Phil and Jonathon Edgar, growing to a team of 22 from their base on Auckland's North Shore, and boasting some of the country's best boat building and design talent.

While this legacy gives them a foundation of creditability and reliability, they're an ambitious Kiwi company in pursuit of progress. The agility of their lean but clever team, and a fearlessness when it comes to pushing boundaries, imagining what's possible, and embracing challenges, now as JP Crafts, has them embarking on a new era of marine excellence. It brings together four key divisions of their business: their projects, marine specialist services, partnerships and custom crafts.

Stepping away from the typically siloed approach within the industry, director Jonny believes that future-fit vessels should take shape through collaboration, collectively advancing industry innovation by bringing together world-leading technologists with superior craftsmanship.

As part of this, **JP Crafts** is now pioneering new technology in partnership with green-energy innovators, **Sealence**, and is the first in Australasia to proudly integrate the **Sealence DeepSpeed** jet-powered electric propulsion systems into their craft. Their vision is to offer inboard electrically propelled crafts like no other, starting with a 40-foot, fully electric wave surf craft, fitted with two Sealence drives. The Sealence DeepSpeed is a truly innovative system. It is a completely new marine jet propulsion unit with unprecedented performance in terms of more thrust at any speed, better efficiency and is extremely silent. It is a truly unique inboard/outboard system that brings substantial advantages in terms of installation and safety.

Being both full-electric and hybrid, the marine jet propulsion unit offers unprecedented performance with more thrust at any speed, better efficiency and reduced noise. The advanced energy management system guarantees maximum comfort with the lowest environmental impact, through fast charging. In Full Electric Mode there are zero emissions.

Hybrid mode brings the same autonomy as conventional propulsion, but improved efficiency of their propulsion system sees emissions reduced between 12% and 17%.

While some developments are still under wraps, JP Crafts has a number of local and international projects in the works that will see them expand on the next evolution of both electric and traditionally powered vessels. This includes an electric charging station marina in conjunction with the Queenstown City Council and an 80 foot Vaka based in Aitutaki.

When you understand the collective knowledge behind the brand, you can see why they're a team trusted by project partners to bring the boldest of visions to life. Although driven by continual progression, the essence of JP Crafts still remains true to the personal, meticulous service that Phil and Jonny grew their name on - just the kind of approach that helps to maintain New Zealand's cutting-edge boat building reputation, globally.

Up until now we have been focussing on inboard electric motors and drives but, needless to say, the essential requirement electric boat is power. With and ICE motor it is petrol or diesel, but with an electric boat motor it is batteries.

Enertec have developed a cutting edge Lithium Ion battery management and cell balancing system to allow superior performance and longevity.

Juice Batteries/ Enertec Lithium Ion batteries are designed and manufactured by Enertec Marine Ltd., established in Auckland New Zealand in 1987. Enertec have long relationships with some the world's best known marine electrical power product brands.

With over 10 years' experience with Lithium Ion batteries in both marine and land based applications, the team at Enertec, in typical kiwi fashion, saw the opportunity to develop a new generation of Lithium Ion batteries specifically for the marine industry which would resolve some of the installation issues with other product offerings.

To achieve this Enertec Marine teamed up with the Electrical Engineering Department at Auckland University to help develop a cutting edge Lithium Ion battery management system and cell balancing system to allow superior performance and longevity. Finally, with the growth in electric propulsion aboard vessels and the requirement for higher voltage DC battery systems, the Juice Lithium Ion Professional series of batteries were designed with an integrated series balancer to allow a simple solution for these typically higher voltage applications in mind.

Enertec are seeing an increase in customers wanting to build electric vessels or convert existing vessels to electric both here in NZ and abroad, establishing overseas distribution to cater for demand. Typically, these will be catamarans or displacement mono hulls who want quieter operation and a more environmentally friendly footprint.

These vessels are typically installing 48V systems which require a battery bank that

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can work in series whilst maintaining balancing between the batteries. Electric propulsion applications require a battery solution that can deliver high current when needed by the electric motors, and accept high charge to recover in the shortest time possible. Juice Pro Series Li-Ion batteries have been designed with this in mind making them ideal of Electric propulsion systems and the unique demands these systems place on batteries.

As proven by ZeroJet, there is also demand for Li-Ion batteries in small trailer boats and tenders wanting to use the latest technologies in inboard electric propulsion. While Enertec also see this as an exciting market, there are a number of challenges here. Typically these builds required a level of customization to allow the 'form factor' of the battery to fit the vessel. Enertec certainly has the technology and expertise to offer these customized solutions, however given the level of product development involved it usually either requires a contribution from the client towards the development, or forward orders for the designed product to make it cost effective for Enertec to cover the development costs in house. A somewhat chicken and egg situation.

Something I hadn't mentioned in part one of this series regarding the selection of Li-Ion batteries was the all-important issue of compliance. It is one of the most limiting factors, with a significant amount of product being supplied from overseas not complying with New Zealand regulations. Therefore it is worth noting that for a standard pleasure boat, electrical installations have to comply with AS/NZS 3004.2:2014, which includes a section for installation of lithium Ion batteries. If the batteries do not comply the vessel should not be offered an Electrical Warrant of Fitness (EWOF). Jeremy advised that they had recently also found insurance companies asking if a vessel's Li-Ion installation complied with these standards and, if not, they were unwilling to insure.

One hears mentioned the C-rate* in relation to batteries. This is the unit that battery experts use to measure the speed at which a battery is fully charged or discharged. For example, charging at a C-rate of 1C means that the battery is charged from 0 – 100% in one hour. A C-rate higher than 1C means a faster charge. E.g., a 3C rate is three times faster, resulting in a full charge in 20 minutes. Likewise, a lower C-rate means a slower charge: C/5 (or 0.2C) would be five times slower than 1C, amounting to a five hour charge. So, the higher the C-rating the faster the charging and higher the continuous discharge.

All food for thought and important considerations if you are seriously contemplating building or buying an inboard electrically propelled vessel.

If one wants to look further outside New Zealand, just do some internet searches regarding inboard electric boat propulsion and I guarantee you will be gob-struck by the enormity of information out there and you will be impressed by the number, size and variation of electric boats actually on the market and being put to daily use. The marine industry is fast catching up with the automotive industry when it comes to electric propulsion in boats, whether it be pure electric (BEB – Battery Electric Boats) or hybrid (think PHEV cars), where batteries and supplemental fossil fuel generation is required to keep the batteries charged and/or propel the boat if necessary.

Electric boat propulsion, whether outboard or inboard, is happening now and will continue to happen exponentially in the months and years to come. ☸

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Custom boat building is alive and well in New Zealand, and Lloyd Stevenson Boatbuilders is unquestionably one of the most active and versatile. The full custom Artnautica 60 is one of the latest examples completed by LSB and reflects their exceptionally high standards of craftsmanship and bespoke building.

MULTI TASKING

Matuku blends meticulous craftsmanship, a practical layout and a super-efficient hull form into one exceptional package.

When the owner of Matuku first approached designer Dennis Harjamaa, his requirements were quite specific. “He started with a clean sheet of paper with four things in mind – a sports fisher, a passagemaker, a family floating holiday home and a dive platform. Not too much to ask, I wouldn’t have thought”, says Dennis.

Then there was the wish list which started with an 18m length overall and a lightweight boat powered by Volvo Penta IPS engines, and it needed to get to Fiji at 10 knots without carrying extra fuel. The layout requirements call for a spacious cockpit for stand-up game fishing, an open flybridge with low weight and reduced CofG, plus anyone in the saloon must be able to see the horizon from wherever they were sitting. He also wanted a smooth curved transom with no swim platform.

Harjamaa’s response was, firstly, to achieve the lightweight, the boat would need to be built 100% carbon fibre with a mix of infusion and pre-preg. Interestingly the trade-off of building in carbon fibre is that while there is a substantial increase in material costs, these are largely offset by the reduction in labour cost and the time to build the boat.

“Matuku was built like a modern race-yacht with every single item having a weight budget and being weighed on and off the boat during construction. Also, the decision to go all carbon fibre still kept us below the contractual budget,” added the owner.

The Artnautica 60 (Matuku) design called for a cruising speed in the mid-20 knot range and long-range capabilities in displacement mode. Along with the open flybridge, an important design criterion was a dry ride at both planing and displacement speeds.

“The way to achieve easy planning is to minimise weight and to maximise the planning surface area. The long waterline one gets with the plumb bow is essential for high displacement speeds, and keeping the waterline entry sharp smooths out pitching motion. The high chine, in combination with the pronounced topsides knuckle line and rub rail, all work together to knock down spray’” explains Dennis.

FIJI, NO WORRIES

One of the owner’s requests from the first brief was he wanted to be able to cruise the 1500nm to Fiji at around 10 knots without adding extra tankage. Matuku will do that and more with a range of about 2000 nm at 10-11 knots. Power is a pair of Volvo Penta D11 IPS 800, producing 625hp each. Maximum speed is just over 30 knots @ 2450 rpm, which returns a fuel burn of around 7.4 l/Nm. However, that’s not where Matuku will spend most of its running time. The optimal cruise speed is around 23 knots, using 6.5litres per nautical mile, giving an approximate range of 830 nautical miles. At a trolling speed of 8 knots, consumption is only 20 lph or 2.35 l/Nm and a range of around 2400nm.

Matuku is the result of a collaboration of not only the owner and designer but also a group of like-minded experienced boating

Twin Volvo Penta D11 IPS 800 give Matuku a max speed of 32 knots.

The saloon has high profile side windows with narrow mullions giving almost unbroken views outside.

Matuku has been designed with a forward master.

friends who enjoy their fishing and cruising and know what they want in a boat this size. Many elements of the boat have come from a vast pool of people. The owner reflects on their many discussions to achieve what he feels is a near-perfect boat that has fulfilled every criterion he wished for.

GREAT VISIBILITY

The design brief for the saloon has certainly been meet with high profile side windows with narrow mullions giving everyone in the saloon almost unbroken views outside. The raised fore and aft lounging spaces are at a perfect height. With weight still a consideration, all the interior cabinetry is foam with a blonded oak veneer finish, with Flexiteek used on the cabin sole, cockpit and coamings.

The aft galley has Miele appliances, Hi-MACS surfaces, an Isotherm fridge and freezer drawers. Opposite is the L shape settee that converts to another berth when required. The layout of Matuku is very much what the owners wanted, and the designer is quick to add that you can have just about anything you want.

Two large leather Llebroc seats dominate the helm, which features a trio of 16” Furuno glass screens. There’s a pair of Black Box VHF radios and controls for all the onboard equipment, such as Humphrees interceptors, Fusion head deck, Flir camera and HP watermaker. Four large wipers are tucked out of sight under the eyebrow above the screen.

The entire main deck becomes a glorious indoor/outdoor living space with the rear door and window open. An external staircase provides access to and from the open flybridge, with the raised upper deck offering coverage from the weather. A perfect area to enjoy a

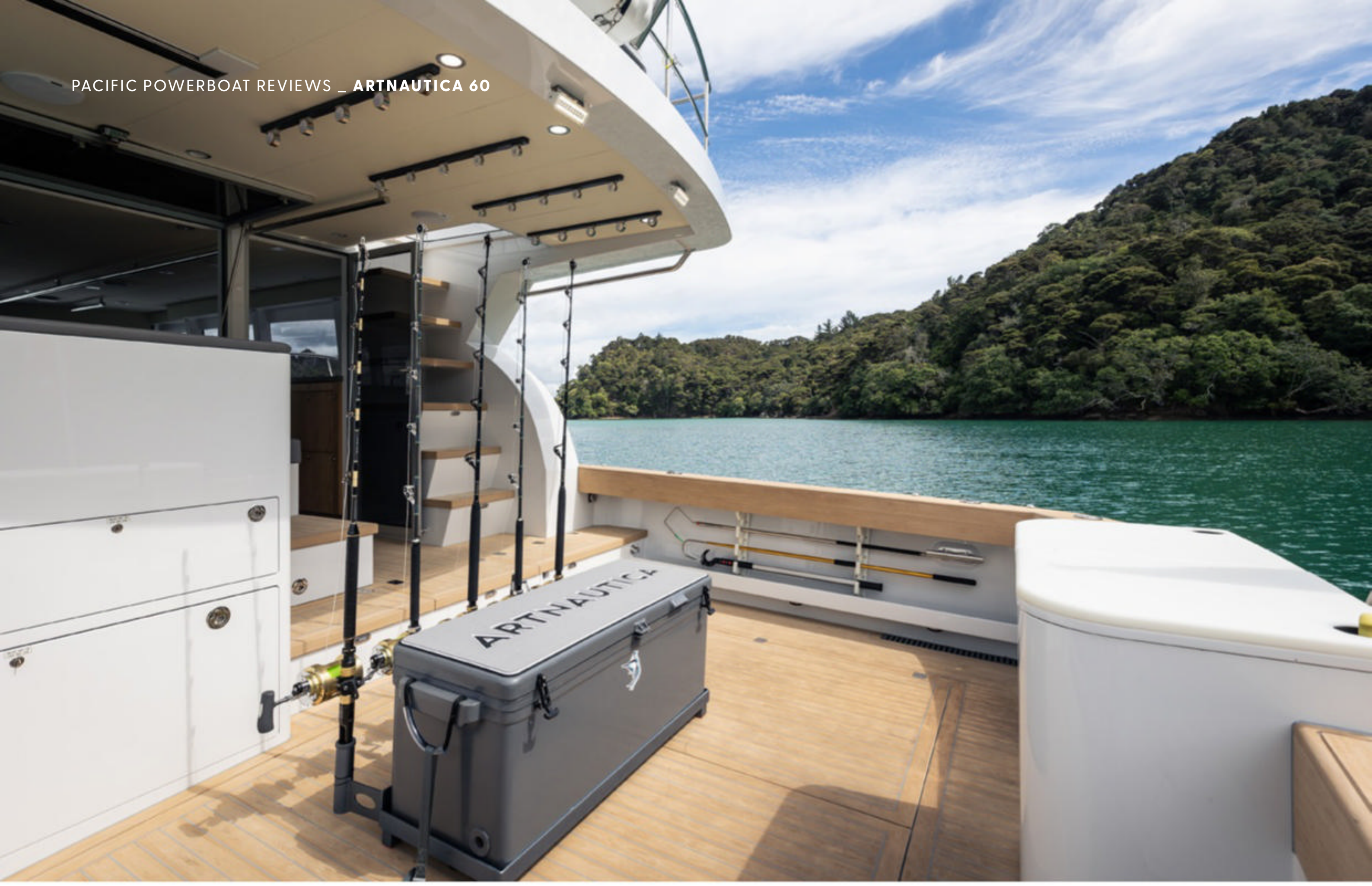
drink, have a meal or watch the action in the cockpit. The rest of the self-draining cockpit is all about fishing. The owner is into his stand-up game fishing, so there's no chair. This is serious stuff, so the cockpit reflects that. Tuna tubes and live bait tank, naturally. There is no boarding platform and a single transom gate. Deck fittings are all recessed or flush, and anything to do with fishing tackle, bait or wet storage is handy and easy to access. The cockpit has been designed to have two people hooked up with plenty of room to move around. A deck hatch aft gives access to the twin Volvo Penta D11 IPS 800s, with another forward leading down to a large utility space. This comes with a watermaker, gensets, a diesel heater, a freezer, dive bottle racks, and a dive compressor, and a pair of Njord fuel polishers. Had the owner gone for the full beam aft master option, this space would not have been available.

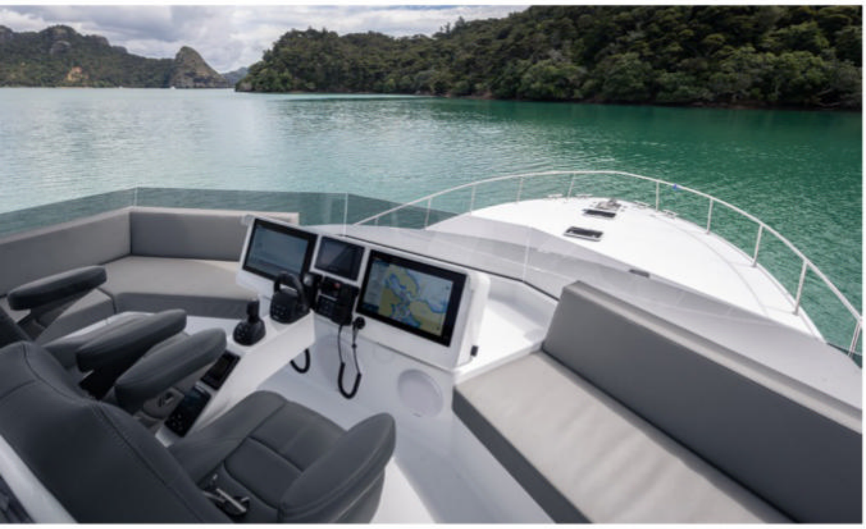
FORWARD MASTER

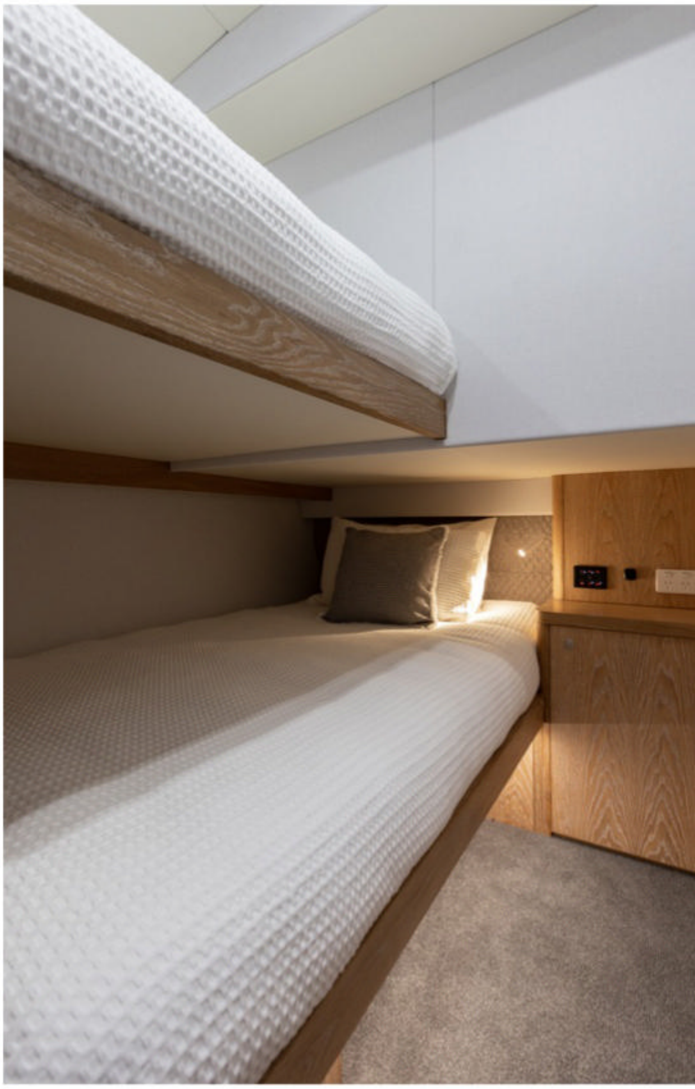
Matuku has been designed with three cabins and two heads to sleep six and has an overflow capacity for at least two more. In contrast, the initial brief was for a full beam master, which meant raising the saloon sole and the flybridge. Harjamaa persuaded the owner that this would compromise the sleek low profile aspect of Matuku, so a master forward was chosen.

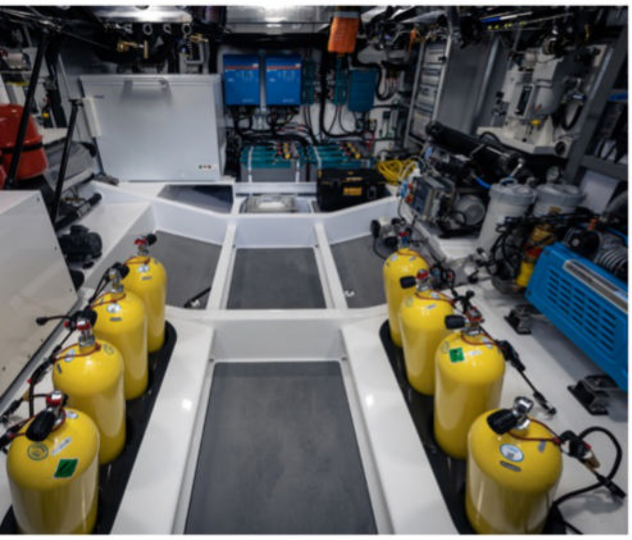
The owner wanted to keep the CofG as low as possible, so raising the cabin was not an option. Hence, the master stateroom is forward, with a central king-size berth with easy access on both sides, plenty of storage for drawers, under the berth and hanging lockers and, of course, a private ensuite. The headroom throughout all the cabins is 2m, and all are individually zoned with Webasto air con. Heating is provided from a Post diesel boiler, which provides heating and hot water, and saves

A sports fisher, a passage maker, a family floating holiday home and a dive platform all in one.









The cockpit reflects the owner's accent on fishing.

A combination of style, elegance and craftsmanship.

There are guest cabins on both sides of the companionway.

The serious set up utility area under the cockpit.

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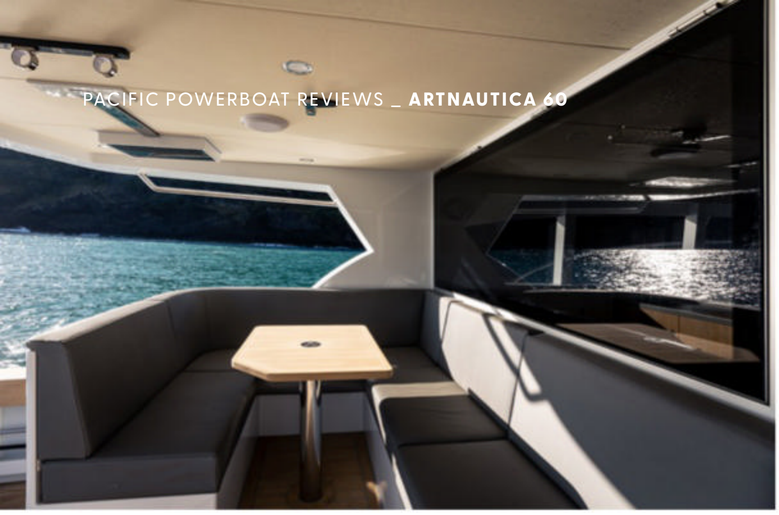


The mezzanine deck features a dining table and U shape lounger.

The aft galley has a great flow through to the cockpit .The aft galley has a great flow through to the cockpit.

running the genset or engines.

There are guest cabins on both sides of the companionway, and being a custom boat, how you configure the sleeping arrangements is up to you. Matuku has a double to port with two singles that slide together in the starboard guest cabin. The guest cabins share the same head/shower, doubling as the day head. Both ensuites have large shower stalls and heated ceramic tiles on the soles.

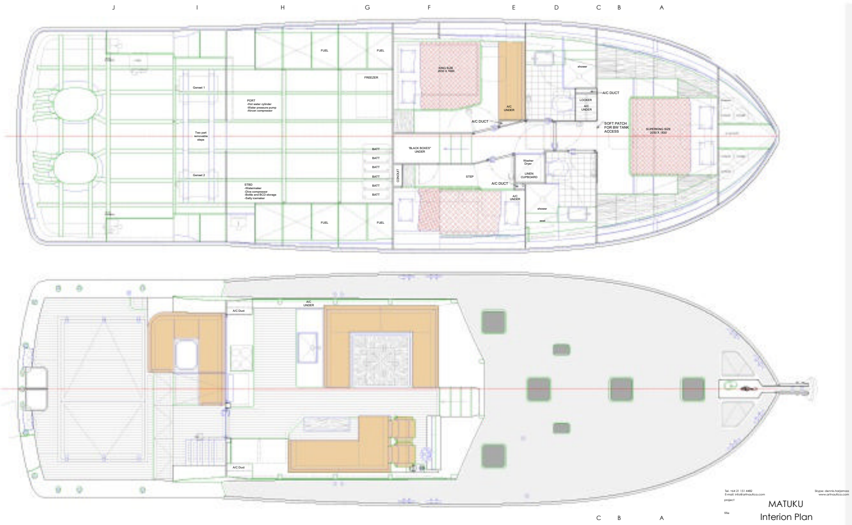
OPEN BRIDGE

As Matuku is not a 100% Sportfisher, the flybridge helm is well forward and not aft, as you would expect from a serious game fishing boat, instead utilising that space for the Williams Jet Tender dinghy stowage and as a social area. There is a third driving position in the cockpit, so the angler and the skipper can be close together in the same space when a fish is on.

There are L shape settees on either side of the central forward helm, and while there is a reverse sheer low profile screen, there are no clears. If the weather gets nasty, the skipper can run the boat from the lower helm.

LET'S CRUISE

Matuku blends meticulous craftsmanship, a practical layout and a super-efficient hull form into one exceptional package. A compromise maybe, but it meets the owner's objectives in all respects. After a Kiwi summer, plans are to cruise to exotic destinations such as Fiji, New Caledonia, the Kermadecs and even a circumnavigation of New Zealand. The Artnautica 60 is the perfect vessel for all those adventures. ☸



PERFORMANCE DATA : 2 X VOLVO PENTA D11 IPS 800

RPM	Knots	L/h	L/NM	Range (NM)
600	6.2	10	1.6	3375
1000	9.7	30	3.0	1800
1200	11.2	49	4.3	125
1400	12.6	71	5.6	964
1600	15.1	95	6.3	857
1800	18.9	119	6.3	857
2000	22.3	146	6.5	830
2200	26.0	179	6.8	794
2400	29.5	205	6.9	782
2600	32.0	240	7.5	720

Note: Range is based on 90% of fuel capacity, in calm conditions.

SPECIFICATIONS

Boat Design Name Artnautica 60
Boat Name Matuku
Year Launched 2022
Style Sedan
Builder Lloyd Stevenson Boats
Designer Dennis Harjamaa (Artnautica Yacht Design)
LOA 18.0m
Beam 5.6m
Deadrise 17 deg
Draft 1.27m
Displacement (Dry) 22000 kgs (Approx)
Max Displacement (Wet) 28000 kgs (Approx)
Max Speed 32 knots
Construction Carbon Fibre
Fuel Cap 6000 litres
Water Cap 900 litres
Engines Make 2 x Volvo Penta D11 IPS 800
Drive Train IPS
Generators 2 x Fisher Panda 21kw
Air Con Webasto
Interceptors Humphree
Lighting Hella
MFD 6 x Furuno TZT3
Winch Maxwell
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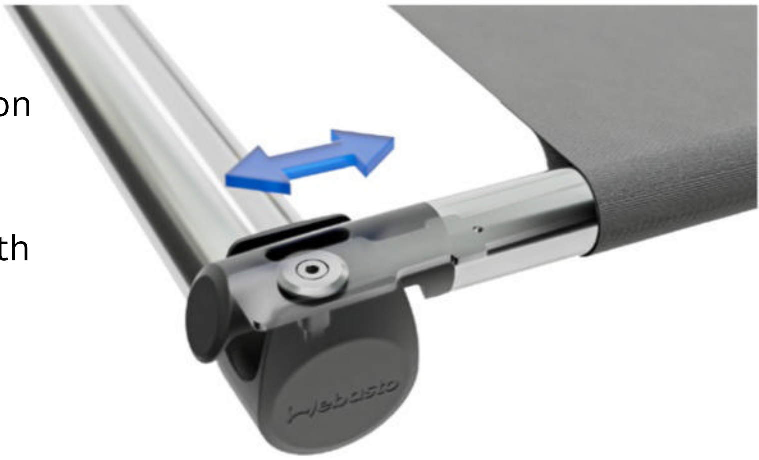

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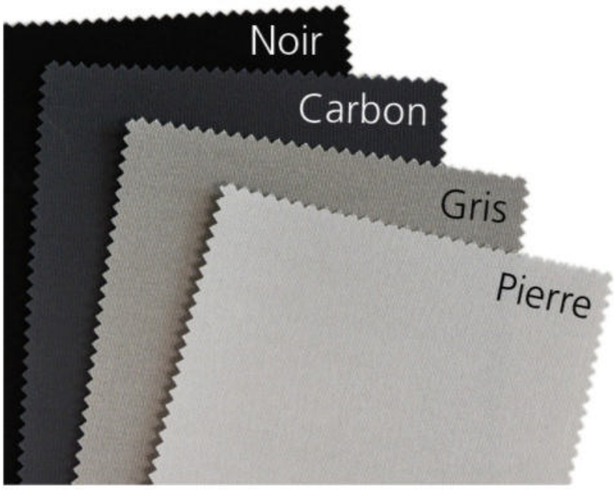

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JESSE JAMES & ROSS TEBBS

One of the most recognised names in offshore powerboat racing worldwide is Jesse James or just Jesse to its fans. In 1986 it arrived in New Zealand to compete in the Class 2 UIM World Championship, and it has never left.

MerCruiser
Chris★Craft
U.S. NATIONAL CHAMPION
UIM CLASS II APBA CLASS III WORLD RECORD HOLDER
"JESSE JAMES"
World Cham

Built in the USA, Jesse James is a 9m Chris Craft, constructed of GRP over a balsa wood core, that interestingly after 40 years, still retains the same livery as it did when first launched. Even more ironic is that the signage on the original Chevrolet Dually crew cab tow vehicle has also never been changed.

So how did it come to be in New Zealand? In 1986 a group of Kiwi offshore competitors attended the World Offshore PowerBoat Championship in Key West, Florida, where one of the week's stars was Jesse James. Jesse wrapped up the world championship for Class 2 with three races and three wins. Owners Chris and Mark Lavin had already won the American Offshore series in 1984 and 85, plus setting a world record of 101.3 mph. At the time of the '86 APBA Worlds, they were developing a replacement boat to race in the open class, having done everything they could with Jesse.

"I was standing in the pits with a group of Kiwis, including Phillip Mills, when he said that if anyone brought that boat to New Zealand, it would make every other boat redundant. I thought, yep, he's right, so I walked over to the Lavins and made a deal on the spot", says Ross.

For about $US250,000, Ross got the boat, truck and four engines, which he considered a great deal on the day. The same MerCruiser #4 drives that came with the boat are still on the transom, albeit having had a few rebuilds over the years.

A few weeks later, Ross was in Lake X, the Mercury test facility in Florida, where he tested the boat before shipping it to New Zealand. Time was critical as the 1986 UIM World Championship was to be held in Auckland in early December.

"We couldn't get a ship out of the West Coast in time, so we delivered the boat and truck to a port on the East Coast and shipped the boat from there.

10
101.257 MPH
10
TEAM merCruiser
EXCEL Computers

Jesse James in its original cockpit profile.

Twin F16 canopies were added in 1990 and a full enclosed single cockpit in 2006.

It was going to be tight getting the boat in time for the first race, and it was all on track until the ship got delayed in the Panama Canal for a few days, which saw it arrive in Auckland at 5.30 am on race day. Ross even tried hiring a big chopper to lift the rig off the freighter, but it couldn't be done.

Knowing the time pressure Ross was under, the shipping people pulled out all the stops to get Jesse unloaded as quickly as they could, and by 6.30 am, Ross was driving his new rig off the wharf and to Ken Grant's North Shore workshop. Unfortunately, it was not quite race ready, so Ross, with crewman Robin Irvine, decided to run their existing boat Rite Pine so that they could score some points.

"That gave us a couple of days to get the boat sorted, and we knew we would be ready for the second race. However, we had a setback when we blew an engine on Rite Pine and recorded a DNF and no points.

"I knew that we had to win the next two rounds to even be in with a chance to take out the championship, and we had some stiff competition, especially from the Italians", added Ross.

When Ross brought the boat, Chris Lavin told him that when you take off at the start you need to feather the throttle to bring the boat up to speed, otherwise you'll choke it. Needless to say, Ross, who admits he was in panic mode, floored the throttles, choked an engine, and had to stop and start it a couple of times before getting away. Meanwhile the fleet was heading out of Auckland Harbour to the Gannet Rock turn buoy.

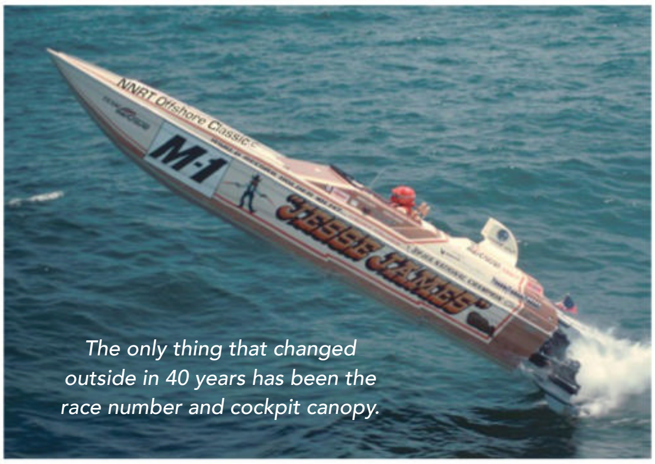
"I was furious with myself as I been told how to get the boat on the plane, and in the heat of the moment, I paid the price.

"Once we got going, it was throttles hard down and I told my driver, Robin Irvine, to hang on as he was about to go on the ride of his life. You have to remember that this was the first time he had driven the boat at speed and it was all new to him ", says Ross.

So quick was Jesse that they caught the whole Class 2 field before they got to the Gannet Rock turn mark and from there were unchallenged for the win. Race two saw a better start and another faultless run to notch up two easy wins. But with no points in the first race, that left them in second place overall, a mere two points behind the Italian boat Medidel.

"Phillip was right. Every other boat racing in our class was now redundant", remarked Ross.

After the worlds Ross had to look at the local championship and so he and his team did some work to the boat to try and improve the speed even more. The original



The only thing that changed outside in 40 years has been the race number and cockpit canopy.

engines were two-bolt main, 383cuin Chevs and after a few block failures, Ross decided he needed to look at more reliable power. The decision was made to replace them with four-bolt main Chevs of a similar size, but then they experienced a lot of valve issues.

"We were pumping out around 600hp and there was a lot of stress on the engines", adds Ross.

The next change was to a pair of alloy 383cuin Buick V8s, which had a different valve train with 11 deg heads (Chev was 18 deg) and those engines put out 780hp. Built by ace engine builder Tony Marsh, these engines turned out to be the magic ingredient. Ken Grant was responsible for keeping the engines in peak tune for every race. When Jesse arrived in New Zealand, it was running close to 110mph, and with the new engines and some Teflon coating on the hull's running surface, that jumped to 130mph. A few years later, after Ross had sold the boat to Wayne Valder, both the engines were stolen from an engine builder's shop and never seen again.

"When I brought the boat from the Lavins, they said they had got the best out of it and wouldn't go any faster. Yeah, right", says Ross.

With the very slippery Teflon coating, Ross remarked that even with one engine off, they could still run 60mph, so finishing a race even with an engine failure was more achievable.

Ross, with crew firstly Robin and then Ken Grant, raced Jesse from 1986 – 1993, won the championship in 1988 & 1991 and remained virtually unbeaten for several years.

In 1990 Jesse was fitted with a couple of F16 canopies as the UIM rules now dictated that boats had to have enclosed or semi-enclosed cockpits. Previous owner Mark Lavin was one of the many competitors killed in an open cockpit boat. Much like the FI Halo, fatal injuries dropped dramatically once the canopies were regulated.

Ross added that when they put the boat back in the water, it ran terribly and wouldn't perform. However, the problem was the lack of air entering the engine bay. The problem was soon fixed by adding more venting, which saw Jesse quickly return to its former handling and speed.

"Once Peter Turner and Graeme Horne turned up with their bigger Class 1 boats, it was obvious that Jesse was about a metre too short in the rougher water. So when I sold it, it was getting to the end of its competitive life as a boat that would suit all the various racing conditions on the NZ circuit", said Ross.

Ross retired in '93 after breaking his neck in a car accident. The boat was parked up for seven years, and in June 2023 it was sold to Wayne and Grant Valder. Wayne & Grant won the 2005 NZ Offshore Championship for National Open Class. Although parked up now for around 18 years, Jesse is still one of the most recognised race boats on the planet, and who knows, one day it will be seen on the water in a poker run or classic racing. There would still be plenty of fans who would love to see it on the water, doing what it does best, go fast and go loud. ☸

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WORDS BY **BARRY THOMPSON**

The Nimbus T11 is a mid-cabin cruiser that gives a new meaning to social boating. This boat combines the space and amenities for great day boating but still provides the comforts of overnighting.

The Nimbus T11 is a mid-cabin cruiser that gives a new meaning to social boating.

Wide side decks lead to the forward lounging space.

(Bottom left and right images) The sofas and tables can be rotated and moved into different positions depending on what you want to do.

The Nimbus T11 offers flexible socialising spaces, plenty of room to move around, good protection from the sun and several spots to lie back and sunbathe and enjoy your day on the water. One aspect of the Nimbus is its simplicity, or what Nimbus like to refer to as 'easy living.'

Mats Jacobsson, Technical Director at Nimbus, says, "In the design and development process, we have deliberately focused on "simplicity" and "easy living" for everyone on board. It includes being able to easily and conveniently use the boat. Everything that has to do with your Nimbus should feel natural and easy regardless of activity. When things are easy, we feel more relaxed and can focus on the boating experience".

Once I got aboard the T11, I must admit he was right. While it looks busy, it isn't, and there is certainly space for everyone to do their own thing. There is a feeling of openness, whether you are cooking something on the grill, lounging on the forward sunpad or enjoying a coldie on the rear lounge.

The design is typical Scandinavian, with the plumb bow and styling that sets it apart. The Nimbus T11 is one of four models based on a stepped 12.4m hull, the others being fully enclosed hardtop/sedan style boats. The T11 is the only one with a full walkaround and mid-cabin, with a T-Top, but it shares some similarities in the cabin and bow area.

SEPARATE SPACES

The cockpit, or as Nimbus like to call it, the lounge area, is an intelligent layout that divides the area into three distinct zones. Forward is the helm with a trio of seats with bolsters, footrests and a generous facia that allows you space to add a lot of extras. The dash can be fitted with a single 12', 16' or double 12' MFDs, and there is still enough space for all other controls and systems.

A couple of well-placed wipers keep most of the large one piece forward screen clear, with air conditioning ducts feeding warm air onto the inside. The driving position is excellent, and the screen keeps the wind off your face. Being an open boat, ventilation and fresh air is not an issue. If you want some extra protection from the wind or rain, a soft screen is available to zip on between the hardtop and the screen.

Nimbus are aware that not everyone likes to soak up the UV rays, especially in New Zealand, where they are extremely harsh, so offer full coverage from bow to stern.

The GRP hardtop, held in place by serious box section fibreglass stanchions on either side, offers perfect all-weather protection for the forward cockpit spaces. If you want to add coverage to the rear of the cockpit, you activate the Sureshade retractable canopy,

A good size helm with space for everything.

Dividing the helm from the rest of the cockpit is a dedicated galley.

There are twin double berths below decks, plus a separate head/ shower space.

Underneath the rear settee is a sizeable 2500-litre stowage locker.

which extends just about to the transom. Even the foredeck has a detachable sun shade that gives all-over protection for the bow area.

Dividing the helm from the rest of the cockpit is a dedicated galley with four drawer storage, freezer/fridge and electric hob. All this is hidden away when not in use under a flip up lid.

I am always impressed with the ingenuity and 'outside the box thinking' that Nimbus and other similar Scandinavian brands come up with. On the T11, it is never so apparent as with the rear lounge seating. The word to describe it is flexibility. The sofas and tables can be rotated and moved into different positions depending on what you want to do. The lounge area has three sofas and a large table which, depending on its position, can function as a sun deck or a seating area that can either have all seats facing the direction of travel or alternatively facing one another. Simple and very ingenious.

But it doesn't stop there. Underneath the rear settee is a sizeable 2500-litre stowage locker. It has space for everything you could ever want to bring, whether SUPs, wakeboards, an inflatable tender, or maybe a Temo electric outboard.

Aft of the cockpit seating is another short sunpad with further storage under. If you are into fishing or diving, it's perfect for your dive and tackle gear.

The swim platform and the aft deck offer space for fishing, with a telescopic boarding ladder to assist swimmers and divers. A handheld freshwater shower and a couple of aft storage compartments for fenders and ropes are also provided.

420mm wide, deep bulwarks start with a couple of steps to the raised foredeck, which includes a sizeable stainless grate and sump on either side to collect any water before it runs into the cockpit lounge space. Low-profile handrails for security and Flexiteak flooring extend through to the short foredeck. With a through hull anchoring system, all the tackle, including the Lewmar winch, can be kept below deck, leaving the foot space obstruction free. With the split bow rail, bullnose deckline and a clip-on ladder, the bow makes a great place to access the boat. Ideal when pulling up to a beach or onto the stern of another boat. The foredeck includes a large sunpad with backrests and a forward seat, and much like the T9 series, the T11 also has a large storage hatch at the front of the cabin.

Below the deck, you will find two separate cabins with space for two couples or a family of four. The forward berth is 1.9m long, and the rear berth under the cockpit sole is slightly longer at 1.98m. Additionally, there is a spacious bathroom with a toilet, shower and sufficient headroom. Storage is plentiful, and a second fridge/freezer is included.

Covered all over from stem to stern.

POWER PLUS

The T11 stepped hull is designed to work at speed and that's something the T11 has plenty of. The sharp plumb bow is designed to cut through the water, with wide flared chines that protect against spray and makes for a drier ride. Put the Zipewake interceptors on auto, and all the serious trimming is done for you. The deep vee hull excels in rough water. The Nimbus T11 is an easy boat to drive in most sea conditions. The standard package is a pair of Mercury Verado V8 300s, which gives a speed of close to 40 knots. Other options are twin Verado L6 x 350, L6 x 400, Volvo Penta D4 DPI 320 and D6 DPI 440.

LAST WORD

The last word goes to Gustavsson.

"We already added some extra deck space, treading surfaces and wide passageways on this boat's little sister, the T9, but the T11 takes things to a whole new level. The surface areas are exceptionally generous, and the freedom of movement you get onboard is palpable – not just in the lounge area but also on the aft deck and the foredeck. The boat is far from being over-furnished and freedom of movement is something that you truly feel whenever you step onboard." ☸

SPECIFICATIONS

Boat Design Name Nimbus T11
Year Launched Nov 2023
Builder Nimbus Boats
Base Price $765,507
Price as tested in NZ $917,335
LOA 12.40m
Beam 3.46m
Draft 0.9m
Displacement (full) 5600kgs
Max Speed 37.9 knots
Construction GRP
Fuel Capacity 850 L
Water Capacity 135 L
Engines Make/HP 2 x Mercury 300 V8 Verado
Interceptors Zipwake
Bow Thuster SidePower SE100
Air Conditioning Webasto
Anchor Winch Lewmar
Entertainment Fusion
Flooring Flexiteak
MFD Simrad NSX 12
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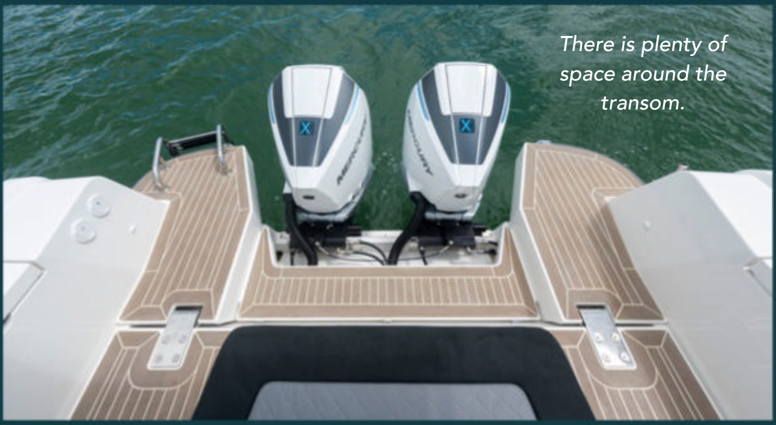
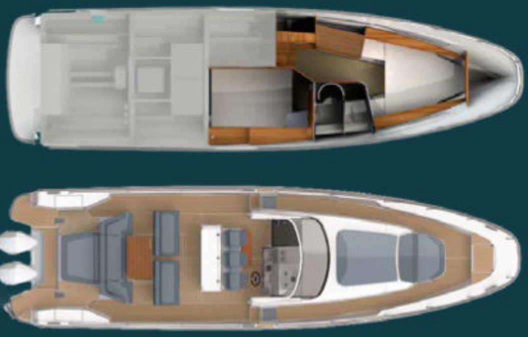


There is plenty of space around the transom.



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Diversity in design has been the key to Scott Robson's success.

ROBSON DESIGN
DIVERSITY IS THE KEY

Robson Design had huge success in their early years with their championship winning offshore race boats. It is from this very niche market that Robson Design has evolved. Today they are one of New Zealand's leading designers, offering an extremely diverse design portfolio that encompass boats from 2.4m through to 28m plus. Barry Thompson called into the Robson Design studio based in the Cashmere Hills of Christchurch to find out more about the company and principal designer Scott Robson.

RACING HERITAGE

For Scott Robson, it all started in 1978 when he was approached by a South Island marathon racer who asked him to design a 5.5m single outboard tunnel hull. Named *Times Up,* it went on to win its first race in C class at Nelson. This was followed soon after by *Hitachi*, his first twin-rigged tunnel, for the March Bros and then the successful C Class boat, *Miss Exide*, for Jim Dunlop.

In 1981 Scott designed the successful single rig *Cold Gold* and the twin rig, *Versatile Garages*, which became *Mystic Miss*. These boats proved to be winners, and people around the racing scene started to appreciate this talented young designer. While success on the New Zealand racing circuit had its rewards and status for the Robson Design name, it was in 1984, with the launching of *Sunday News*, that was the turning point. Built for Norm Chadwick by Scott (and crewed by the author), *Sunday News* was a dominant force in the North and South Island B class championships. The Kiwi designed and built cat successfully challenged the might of the internationally recognised Cougars and did it regularly. Long-time racer Phillip Mills was impressed enough to get Scott to design and build him a radically different cat with central inline seating. Built light with a composite of marine ply, foam, alloy laminated with epoxy it also had very advanced aeronautics with a wider tunnel and an emphasis on a low drag coefficient. *Supercat*, powered by a pair of Mercury Mod VPs, was the quickest boat on the circuit, with a top speed of around 106 mph. Unheard of back then. *Supercat* was later converted to twin cockpits and raced by Peter Boylan as *Humminbird/Boat City*.

At the start of the 1985 season, *Sunday News* was involved in a crash at Lake

Stevenson Express was another winner on the local offshore scene.

1985 saw the release of the Kona Cat, one of the few trailerable powercats in the country.

Taupo, which injured the driver, Norm and resulted in severe hull damage to the boat's starboard side. Norm never raced again, and the boat was sold to an ex-circuit racer, Glen Urquhart *(Miss Coventry),* who had Scott rebuild in time for the 1986 North Island season.

Three main protagonists for the 1986 NI Offshore championship were Paul Stevenson's *Stevensons Express,* Ted Taiatini's *NZ Privateer* and Graeme Horne's *EIT Mover,* all triple outboard Robson designs. *Sunday News* competed in the very competitive 3D Class, where competition was extremely strong.

From the 'get go', *Sunday News, u*nder its new owner, in his rookie season, proved the boat to beat by taking out race one at Tauranga not only in the class but also outright. *Sunday News* went on to win both the 1986 3D class and overall championships.

But more fame was to come, with *Sunday News* taking out the World Class 3D championship at Guernsey, Channel Islands, UK. *Sunday News* dominated against a field of 26 boats with two wins and a third place. Such was the impact of *Sunday News* on the world racing stage that it was rumoured that one of the teams went down under cover of darkness and measured every inch of the boat and then went back to the UK and built a clone. It proved to be highly competitive the following season in the UK.

From 1987 through 1998, Robson Design kept producing highly competitive cats for clients in Australia and New Zealand. Amongst them *Kyro, Watts & Hughes , Lowes Ego*, *Team Australia, ETA Ripples* and the Stealth 605 and 805. The only departure from the catamaran was in 1993 with the design and launching of the 10m diesel-powered monohull, *Line 7/RFD.*

Over the years, Robson boats have notched up an impressive list of wins, including the UIM Class 3D World championship, an Australian UIM Class 2 Championship, eight NZ Offshore Championships, numerous NZ UIM Class 3 D & E championships, plus NZ Boat Marathon Commission championships and the iconic Sydney to Newcastle race.

RECREATIONAL SUCCESS

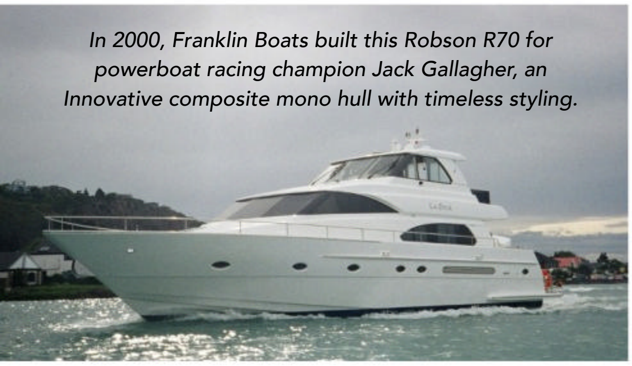
Having had success in racing their tunnel hull, *Hitachi* and winning the 1981 Sth Island championship, when the March Bros, Sam and Buzz decided they needed a new pleasure boat, then who better than the guy that had designed their race boat? In 1982 they commissioned Scott to design and build a 7.0m asymmetrical tunnel hull. It was constructed from GRP and was a cuddy cabin style, powered by a pair of 200hp Mercs. And now, the recreational side of Robson Design was born.

Things started to get serious when in 1985, he was approached by an Auckland businessman to design the Kona Cat. One of the few trailerable powercats on the market. The Kona cat measured 5.2m and was powered by a pair of mid-range outboards. It was somewhat unique and ahead of its time, with an asymmetrical hull with a semi symmetrical bow. While they were a great boat, they never really took off and although around 25 were built, Kiwis were not ready it seemed for

Sunday News won the UIM Class 3D World Championship in 1986 and was Robson's most successful offshore raceboat.

The Robson 404 was designed and built in 1990 for Marten Marine.

Built in 1993, the Mares M 50 Sports Fly was a multi stepped asymmetrical composite boat.



In 2000, Franklin Boats built this Robson R70 for powerboat racing champion Jack Gallagher, an Innovative composite mono hull with timeless styling.

In 1988 Robson got their first big break into the New Zealand trailer boat market when they were asked to design a new range of monohulls for Bonito Boats. This included the Bonito 522 and 622 in various models and were a huge success and some of those designs are still around today, marketed under the Smuggler brand.

In 1990 Robson was asked to design a 28ft high performance powercat for Marten Marine. This lead into company owner, Steve Marten having Robson design a 44ft powercat the Robson 404 XRS. This boat was world leading in its technology with a multi stepped asymmetrical hulls with semi symmetrical bows, epoxy foam core Kevlar construction and unique styling and layout. The first big commission was for Mares Yachts, who had heard about the Robson 404 XRS And had travelled to Auckland to do a test ride This saw four models produced in Auckland, Brazil and the USA. From the Auckland factory Mares build 8 boats, from the Mares 38 through to the Mares 90. A further 25 plus were built between the Brazilian and Florida factories. By the early 90s, Robson Design had a reasonably full order book with well-known builders such as Export Yachts, Vaudrey & Miller, Marten Marine, Phil Bish and Franklin Yachts building custom designs.

With his toe into the trailer boat market other New Zealand companies approached Robson for new models, such as Aqualite, Extreme, Barchetta, Smartwave, Altech, Ramco, Kwikkraft and Pinnacle. As well as being the named designer Robson has also been the 'ghost' designer for other alloy brands in the country. In 2014 they designed their first trailer boat for an overseas client, the Moda range of trailerable powercats and mono hulls and in recent years, have specialised in cut files for the alloy boat market.

On top of this, Robson Design received commissions from overseas manufacturers in Australia, USA, Brasil, Canada and China.

VERSATILE PORTFOLIO

While Robson has always had a reputation as a power catamaran designer, they are also very committed to designing monohulls in fact out of the over 500 designs to date have designed more monohulls than catamarans. An early example was the 13.5m *Siltec*, then the 15m *Cervesa*, the 21m *La Diva* and the 25m *Azzura* and, more recently, a range of monohulls for ICON Boats up to 18m.

"If you want to have a successful design business, then you want to be versatile enough to design a broad spectrum of boats regardless of size, hull shape or materials, and that's what we do at Robson Design", says principal designer Scott Robson.

He adds that currently, they are working on commissions as different as a 6.6 m GRP production monohull to a 24m performance powercat, plus everything

The ICON R545 Sport is one of the many monohullss that Robson Design has produced.

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ELITE® DEFENDER
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PART A
WARNING
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REGATTA®

Quality, easy to apply single pack enamel with multiple standard colour options.

BRUSH & ROLL APPLICATION
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The R 662 is a 7M GRP Production boat available also as a cuddy.

else in between.

"We are also very active in the commercial market in New Zealand, Australia and the Pacific Islands having recently, been involved in three Coastguard rescue boats in Australia and are working on a patrol/ transfer alloy Powercat for the Tokelau Islands with ICON. We were also involved with ICON in designing a multi-purpose powered barge for Pitcairn Island as part of our on-going relationship on commercial projects with them.

Robson design has also developed its ability to design for any construction medium, whether GRP, composite, aluminium or polyethylene.

"One of our more interesting current projects includes a new range of polyethylene boats for a Kiwi builder, for export and they will be unlike anything you have ever seen. Smart, stylish and robust", says Scott.

"I am bemused when I read something about how designers are now adding foils into their Powercat the claims about being the' new big thing" because we did our first foiling cats back in the early 90s with Mares, and they were very efficient. Again it's like the Mares and Kona cat, we were too early, and people were too conservative to accept them. Unlike today, thanks partly to America's Cup, foils are now more accepted", adds Scott.

PLENTY ON THE GO

Robson Design is currently completing design works on over 10 designs. These include the Tokelau power cat, a 13.5m composite power cat the RSV400 powered by twin Mercury 600s, a 16m Sportfishing alloy cat with quadruple Merc 600s in Australia , a 14m ICON Sportfishing alloy Powercat, and an Encore 48 centre cab catamaran to begin construction in Louisiana.

"The American high-performance boat market is a significant part of our future. We have already established a foothold through companies such as Encore Boat Works, and it will only get bigger.

"We have had over a dozen commissions for high-performance catamarans in the past two years for the Florida market. However, Australia is also important to us with a constant demand for our designs. Right now, some 9m and 10m power cats are being built, and we are working with a client on a custom 16m sport fisher, says Scott.

Working drawings have been completed for a 70ft monohull which will be released later this year. Being built in aluminium in a yard in Hong Kong, the power will be a pair of Volvo Penta IPS1350. Other interesting overseas projects include a 22m Expedition catamaran to be built in Kiribati, a range of alloy production trailer boats manufactured in China, and another range of super high quality 8m-10m alloy boats for an Australian client.

Scott sums up the future of Robson Design as doing precisely what they are doing now but striving to do it better. He is confident of being busy for a long time yet.

Being as diverse as they are and not being 'pigeonholed' into one style or size range has been a winning combination for Robson Design and has allowed them to survive through the hard times and benefit when the market has been strong. ☸

The R 200 is a 21m alloy mono hull available in various layout configurations being built in Hong Kong. The first boat features a full glass roof..

"One of our more interesting current projects includes a new range of polyethylene boats for a Kiwi builder, for export and they will be unlike anything you have ever seen. **Smart, stylish and robust**"

SCOTT ROBSON
PRINCIPLE DESIGNER

The E 485 CCB , is a 15m a high speed alloy multistep production catamaran for sports fishing in rough seas 100 miles offshore in the Gulf of Mexico.

RSV 400 CAB

RSV 400 CAB

RMT 400 CCX

RSD 362 CC

ROBSON DESIGN

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GARMIN
FATCAT

RESPONDING TO CUSTOMER DEMAND

Ron Czerniak revisits the modified FatCat 4500

A year ago I tested FatCat's 4500 Fisherman Open, single console and tiller steer craft (Pacific Power Boat May/June 2022 issue). I concluded that article with the following summary.

"The boats we tested were pretty much FatCat's entry level spec, but the company offers quite a range of accessories, including twin, single and centre consoles, Bimini tops, seats, grab rails, dive ladders, rocket launchers and a plethora of other options to pimp up the basic boat. Basic or flamboyant, with the FatCat 4500, you get the convenience of a small boat in an affordable package that offers more space than most and with built-in safety and incredibly stability.

With its simple, uncluttered interior design, cleaning up at the end of the day couldn't be easier. The rugged polymer hull promises to be maintenance-free and comes with a 3 year warranty.

I concluded by asking myself; "Do the FatCat's achieve their aims", epitomised by the following words: safer, seaworthy, load, capsizing, self-draining, unsinkable and affordable? The answer was absolutely! And I also added, functional fun".

Fortuitously I recently attended the Auckland On Water Boat Show and having heard rumours that Blair McLay, the designer and co-founder of FatCat, was working on a cabin version of the 4500. My interest piqued, I searched Blair down on his stand at the Viaduct Harbour, hoping to get a glimpse of this new model. "I found Blair aboard a Double Console FatCat 4500, not surprisingly talking to a very interested potential customer". But alas, no cabin boat. When Blair was free I asked him if the rumours were true about the cabin version. He confirmed they were and that the boat was for real, but that they hadn't quite been able get it finished in time for the show. Asking the inevitable 'when?' question, Blair said hopefully in a couple of weeks. Next question. "When can we do a boat review and article"? "Soon", Blair replied.

True to his word, on a brilliant Auckland autumn day at the beginning of April we met up at Gulf Harbour ready to get out on the water and see how this new Cabin 4500 differed from the open Fisherman and to find out if it performed as well, if not better than the two open 4500's we reported on last year.

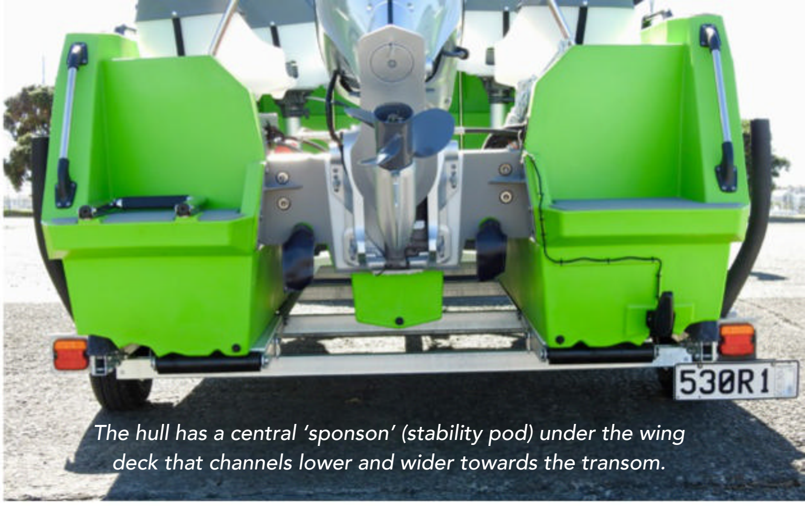
Having arrived at the boat ramp shortly before Blair, he soon showed up with a hard to miss, bright green Cabin 4500 in tow. Hmm, no idea why Kermit sprang to mind. This new boat was making a statement even before it hit the water!

As we prepared to launch the boat (not that two people are necessary, such is Blair's simple and efficient trailer design), I asked him why a Cabin Version? In a nutshell: "We are responding to Kiwi demand for such a craft". Obviously FatCat had done their market research and had listened to customer feedback. Being a boat designer, it didn't take Blair long to figure out he already had a great boat in the Open Fisherman, and that all he had to do was design a practical and easy to install cabin for his existing and well proven FatCat 4500 hulls.

The FatCat hulls are rotomolded (rotationally moulded) polyethylene polymer and compared to traditional methods, rotomolded vessels are inexpensive and quick to produce, have a long lifespan, and can take a serious beating. They also happen to be 100% recyclable. A real plus!

By now, Doug had arrived to take pictures of the sea trial and leaving him to head off to the point at the breakwater entrance to Gulf Harbour Marina, Blair and I motored out to put the Cabin 4500 through its paces.

The grab handles fitted on the hull topsides, alongside the stern seat positions, give you that extra sense of security while happily skipping across the waves.



The hull has a central 'sponson' (stability pod) under the wing deck that channels lower and wider towards the transom.

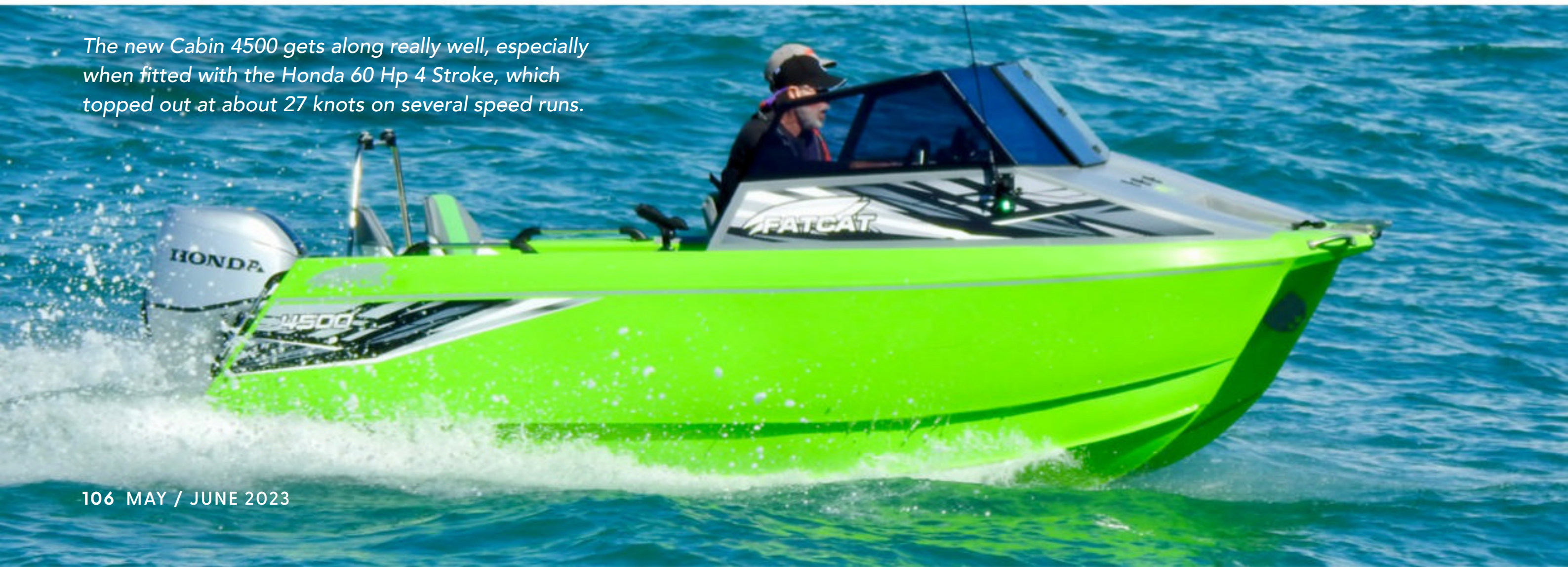
Chatting on the way out to open water, I more closely scrutinised this new variation to FatCat's fleet. The first thing that struck me, aside from the obvious huge internal volume of this relatively small craft, was that it adhered to a basic marine principle: KISS (Keep It Simple Stupid). In an ideal world, when you own a small boat, you want a vessel that has all the safety and other features you require for an enjoyable experience, while minimizing things that can go wrong. The Cabin 4500 rates highly on both counts.

Starting with the helm station, one sees a clean, minimalist configuration; but with all you really need. Wheel and throttle controls for the 60 Hp Honda 4 stroke outboard are positioned exactly where they need to be when sitting, or standing in front of, the comfortable and adjustable, pedestal swivel seat, mirroring the co-pilot's seat to port. In addition to the Garmin UHD2 75cv chart plotter/depth sounder mounted on the steering console immediately in front of the driver, a GME GX700 VHF radio is conveniently located right alongside to starboard, immediately accessible for routine radio calls or an emergency. The tachometer resides just below the radio and the angle of the console facia permits this gauge, along with the trim meter gauge, to be read at a glance.

But, before exploring the rest of this boat, let us have a look at what makes this a 'cabin' boat. Quite simply, Blair 'plastic' welded his specifically custom designed, one-piece superstructure; incorporating a fold-back central window for easy access to the anchor locker, onto his existing open 4500 hull. But wait, I hear you cry: "Plastic weld"? Yes, exactly that. Think about how aluminium boat manufacturers weld together their boats and, in essence, it is the same thing for moulded polymer boats. Except in this case there are only two things 'welded' together – the hull and the 'cabin top'. In effect; a bead of hot plastic is run along the two surface parts to be permanently joined together, and in so doing, temporarily melts these two surfaces together and once cooled, the two joined parts and the welds are as strong as if the whole boat had been originally one-piece moulded together. The weld and surrounds become almost invisible after a bit of cosmetic sanding of the surfaces. It's not Superyacht quality and it is not meant to be. This is an inexpensive family or sport boat – think fishing or diving for example. A boat that you don't have to worry about if the kids get a bit rambunctious, or dive weights are dropped on the floor or lead fish line sinkers bang against the hull as your catch is reeled on board. It's a plastic fantastic built for safety and enjoyment.

With lots of room for up to four people, this catamaran has a beam half as wide as the craft is long (2.05m by 4.6m)! Although somewhat fundamental, the craft, as tested, is sold as 'ready to go', including anchor and rode (stowed in a more than adequate anchor locker with an easy access lid and locker drain). Access to the anchor locker is through a 'fold back' window, which folds out and back onto the port side of the windscreen and, combined with a lower, fold-down plastic shield, allows you to stand near the bows safely and securely, close to the locker, for easy manual launching or retrieval of the anchor. One of the options FatCat offers is a Maxwell Tasman 6-6 Drum Reel windlass, which easily fits into the existing anchor locker space and is simple to install.

Positioned in the open windscreen space you find yourself standing in two large, open storage lockers which extend across the full beam of the boat. Wide enough to comfortably stand in, unless you have size 12 feet or larger, these bins provide loads of storage space and aside from stowing things like lifejackets, fishing tackle boxes, scuba tanks, etc.; they are a convenient place to stow all-important chilly bins. I mean, seriously, what's a fishing trip without a few cold beers when you're out for a warm summer's day of fishing?



The new Cabin 4500 gets along really well, especially when fitted with the Honda 60 Hp 4 Stroke, which topped out at about 27 knots on several speed runs.

A nice additional feature are the custom "Floppers" at the back end to lower entry height for beach launching/low gradient ramps.

On the port side, in front of the passenger pedestal seat and on top of the console, there is a large stow tray, surrounded by retention edges, to prevent items (such as cell phones, sunglasses, etc.) from sliding off when underway. An adequately sized, lidded glove box resides beneath the handy grab rail and to port of this is a fold away drink can holder. Speaking of grab rails, should one be standing at the helm and passenger stations while underway, the top portion of the windscreen sports convenient grab slots, wide enough to hang onto with both hands in a particularly rough sea. I like attention to detail. There is a longitudinal storage locker on the port side forward, beside the passenger seat, but to starboard, this space is logically taken up with the throttle and steering controls and cables, making for a clean and unobstructed look to the whole helm station area.

Looking aft, we once again see the KISS principle at play. Two, 24 litre petrol tote tanks occupy the space beneath the port and starboard stern passenger seats. The battery sits amidships in the built in stern battery box situated between these two tote tanks, which are simply but securely kept into place by a strong length of bungee cord with a securing hook at one end. The fuel filter is located beneath the port, stern seat and the battery switch beneath the starboard stern seat. Speaking of stern seats, FatCat has cleverly fitted detachable, swivel seats. Want to get them out of the way while fishing or diving? Press the release mechanism and lift and stow them up forward in those large bins. But when in use, these two stern seats are arguably the most comfortable place to sit on this boat; especially while underway in a rough sea. The grab handles fitted on the hull topsides, alongside the seat positions, give you that extra sense of security while happily skipping across the waves. Forward of these port and starboard grab rails are RailBlaza, detachable rod holders, while further astern are standard, flush mount rod holders. Anti-skid deck pads extend over all horizontally exposed portions of the hull deck sides, adding to the safety of these relatively high (0.625 m) top sides, when climbing aboard or departing the boat alongside a marina or dock.

Two other notable features to be found at the stern are an extendable S/S boarding ladder on the port side and over the outboard motor is a S/S arched tube which can be beefed up to act as a tow bar or on which can be mounted the detachable bait board, which can be supplied as an optional extra.

Inside of the boat, now taken care of, let's look at the unique hull on this 4500. First off, the Cabin model shares the same proven hull as the 4500 Open that we tested a year ago. The hull has a central 'sponson' (stability pod) under the wing deck that channels lower and wider towards the transom. This helps smooth the water flow over the propeller to avoid cavitation, which can be an issue for any catamaran with only one engine. Although cavitation is almost non-existent on this boat, even through extremely tight turns; due to the clever hard chine, spray deflecting design. Additional lateral spray deflectors, running smoothly above the lower chine, from the bow and widening gradually towards the stern, also help repel a great deal of water when pounding through waves or in those tight turns. All this making the Cabin 4500 highly manoeuvrable and not surprisingly, even drier than the open model; which wasn't half bad in this regard. The boat gave us a comfortable ride throughout. The polymer material flexes slightly, softening any hard bangs and deadening the sound, making these much quieter boats than their fiberglass and, especially alloy, cousins,

The new Cabin 4500 gets along really well, especially when fitted with the Honda 60 Hp 4 Stroke, which topped out at about 27 knots on several speed runs conducted at the end of our day's testing. Although an optional 40 Hp 2 Stroke Parsun outboard will push this boat along at a respectable speed, for the bit of extra money, I'd opt for the 60 Hp unit.

Additional lateral spray deflectors, running smoothly above the lower chine, from the bow and widening gradually towards the stern, also help repel a great deal of water when pounding through waves or in those tight turns.

Wheel and throttle controls for the 60 Hp Honda 4 stroke outboard are positioned exactly where they need to be when sitting or standing.

Supplied on a custom galvanised steel trailer, which has been improved with multi rollers instead of skids which, combined with a new additional feature; custom "Floppers" at the back end, lower entry height for beach launching/low gradient ramps. Sitting on the boat while Blair executed the quick and easy retrieve, assisted by the 5:1 manual winch, I was able to witness how these two 'Floppers" greatly helped sliding the boat onto the trailer. The boat and trailer combination makes one person operation a breeze from start to finish. With a gross weight of 700 kg, as tested, the Cabin 4500 is comparatively light to tow and easy to manage at the ramp; the boat itself weighing only 500 kg.

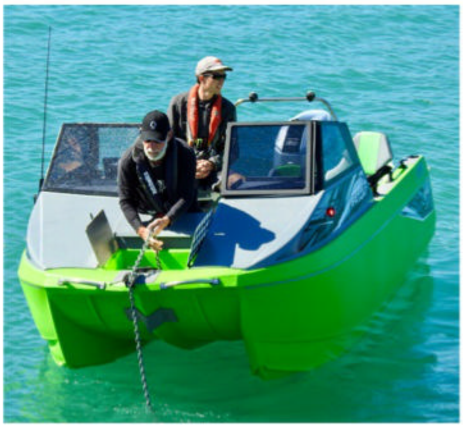
The FatCats have been out on the market long enough to prove that the hull design and construction are sound. It only remained for Blair to come up with an aesthetically pleasing design and practical solution for attaching the cabin to the existing 4500 catamaran hull to satisfy customer demand.
Suffice it to say, he has succeeded on both counts. ☸

SPECIFICATIONS

Make and Model FatCat 4500 Cabin
Manufacturer FatCat
Price as Tested $50,995 (with 60 Hp Honda Outboard and trailer)
Priced From $40,995
Type Power Catamaran
Construction Polymer - Rotomolded and fabricated
LOA 4.6m
Beam 2.05m
Deadrise 15 degrees
Test Power 60Hp Honda 4 Stroke
Top Speed 27 knots
Maximum Power 70hp /125kg
Displacement 500kg
Trailerable Weight 700kg
Fuel 2 x 24L petrol tote tanks
Draft 250mm (Motor Up)
Contact info@fatcat.nz, (09) 424 0004

MODEL VERSIONS

- **4500 Cabin** *(as reviewed)*
- **4500 Fisherman** *(Open)*
- **4500 Single Console**
- **4500 Double Console**
- **4500 Side Console**
- **4500 Twin Side Console** *(2 consoles with central walkway)*



Left: Access to the anchor locker is through a 'fold back' window, which folds out and back onto the port side of the windscreen and, combined with a lower, fold-down plastic shield, allows you to stand near the bows safely and securely, close to the locker, for easy manual launching or retrieval of the anchor.

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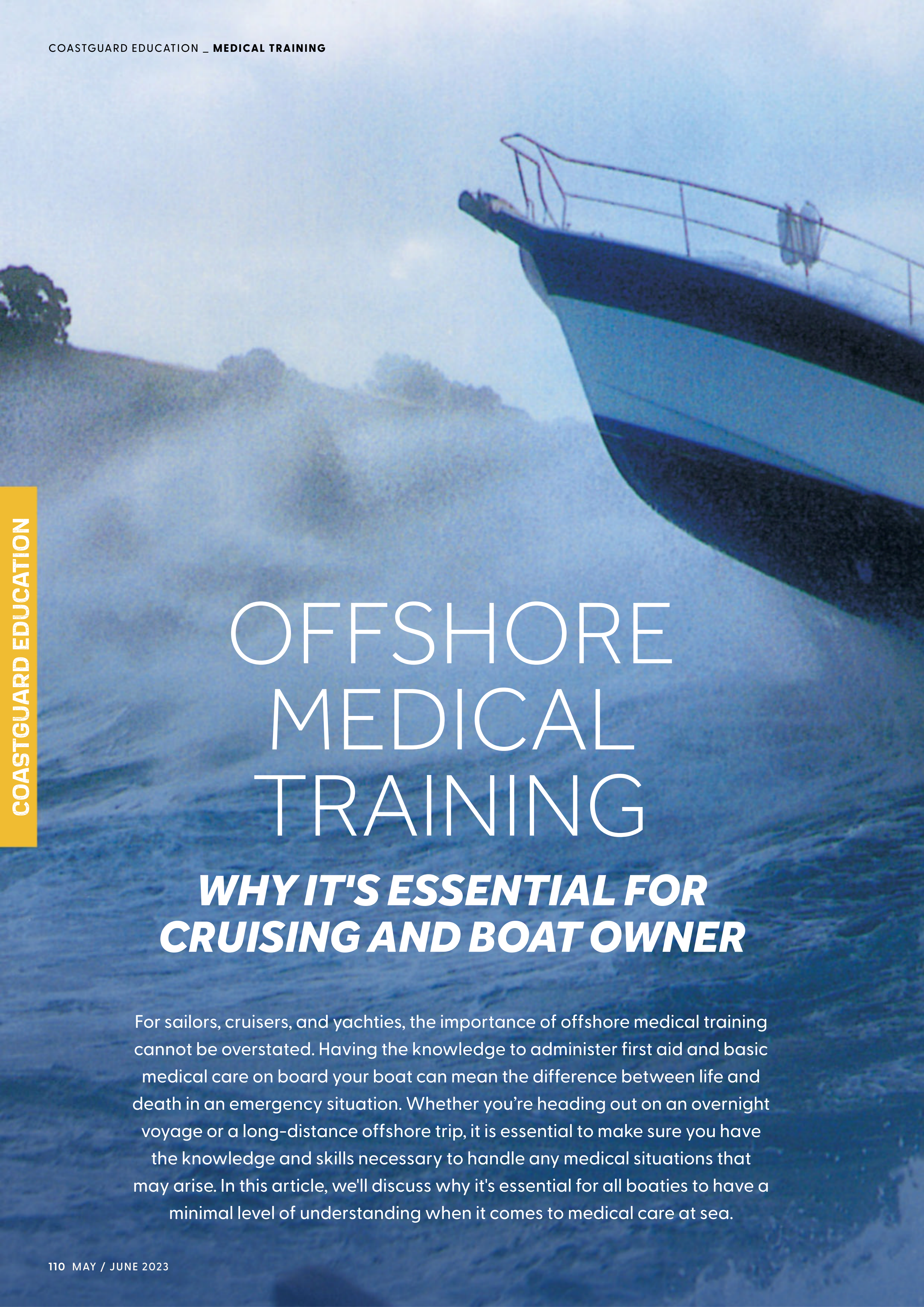

OFFSHORE MEDICAL TRAINING

WHY IT'S ESSENTIAL FOR CRUISING AND BOAT OWNER

For sailors, cruisers, and yachties, the importance of offshore medical training cannot be overstated. Having the knowledge to administer first aid and basic medical care on board your boat can mean the difference between life and death in an emergency situation. Whether you're heading out on an overnight voyage or a long-distance offshore trip, it is essential to make sure you have the knowledge and skills necessary to handle any medical situations that may arise. In this article, we'll discuss why it's essential for all boaties to have a minimal level of understanding when it comes to medical care at sea.

Why is Offshore Medical Training Important?

Offshore medical training is important because it provides boaters with the skills and knowledge to respond appropriately in a medical emergency while out on the water. Being able to respond quickly in an emergency situation is paramount. A basic knowledge of first aid along with additional information such as how to administer CPR can help save lives when there are no other options available. Additionally, having this type of training can also prevent minor illnesses or injuries from becoming more serious if not treated promptly.

What is Coastal & Offshore Medical Training?

This type of medical training covers a wide range of topics related to first aid or advanced life support treatments for those onboard or on nearby boats. The goal is to help boaties gain the knowledge and skills needed to keep themselves safe from potential harm due to illness or injury while on the water.

How Can I Get Certified?

In order to receive certification in coastal and offshore medical training, you need to attend a classroom course. The coastal medic course is a 2 day course and is the prerequisite to offshore medic. These courses provide comprehensive instruction in a variety of topics including CPR, first aid, patient assessment, shock management, wound care, bone fractures, dislocation care and much more. After completing these courses successfully, students will receive official certification which is valid for two years after completion date so it's important to stay up-to-date with your certifications if you plan on spending lots of time at sea!

THERE ARE FOUR COURSES THAT COASTGUARD BOATING EDUCATION OFFER WHICH ARE BENEFICIAL FOR ANY BOATING FAMILY BUT ESPECIALLY IF YOU ARE PLANNING TO TAKE THE VESSEL OFFSHORE

1

In Water Survival

1 day classroom course

This course is intended to promote safety amongst recreational boaties. The course focuses on safety equipment which should be carried on any vessel. The purpose is to understand the potential risks aboard a small vessel, the best safety equipment to carry, how it functions, and how to properly use it. This course includes a practical, in-water component.

2

Coastal Medic

2 day classroom course

An intermediate course for coastal boating within 24 hours of assistance.

This course covers modules
- airway, breathing and circulation
- injury identification
- stabilisation/treatment
- evacuation
- documentation

3

Offshore Medic

1 day classroom course

An advanced course for offshore skippers and crew to detail the management of medical/trauma emergencies on-board in an offshore marine environment. You will need to have completed the coastal medic to attend this course. It covers 2 modules; trauma management and medical management.

The trauma management covers
- Advanced airway management
- Fluid resuscitation
- Common on-board injuries
- Radio support options
- Offshore medical kit content review

The medical management covers:
- Medical management
- Medical assessment
- Symptomatic treatment
- Administration of medicines
- Advanced wound closure

4

4. Advanced Sea Survival

2 day classroom course

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Understanding Emergency Protocols
Along with medical training it is essential that you have an understanding of emergency protocols. Knowing how to make a distress call or contact the Coastguard can be the difference between life and death in a critical situation. Additionally, being able to properly use safety equipment such as flares or life rafts may be necessary in order to survive an accident at sea. It's important for boat owners or operators to know what types of safety gear are required by law (such as personal locator beacons) as well as any other items that might be useful in an emergency situation (such as flashlights or radios).

Heading Offshore?
Offshore medical training is an essential component of any cruising experience or boat ownership journey. If you plan to leave from NZ and travel offshore you will be required to hold a category 1 certification and this can only be gained once you have your offshore medic. Not only does this give you a great knowledge base, you will also have peace of mind knowing that you have all the tools necessary should something unexpected happen while out on the water - and nobody wants that! Be sure you are up-to-date with your knowledge and preparedness when heading out on your next voyage! ❁

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16 Hours	Coastal Medic Certificate	Classroom Course

VALID
Two years from date of issue

OFFSHORE MEDIC

To detail the management of medical /trauma emergencies on-board in an offshore marine environment.
Meets requirements of YNZ & World Sailing Offshore Special Regulations Appendix H.
Recognised by RYA.

DURATION	QUALIFICATION	COURSE OPTION
8 Hours	Offshore Medic Certificate	Classroom Course

VALID
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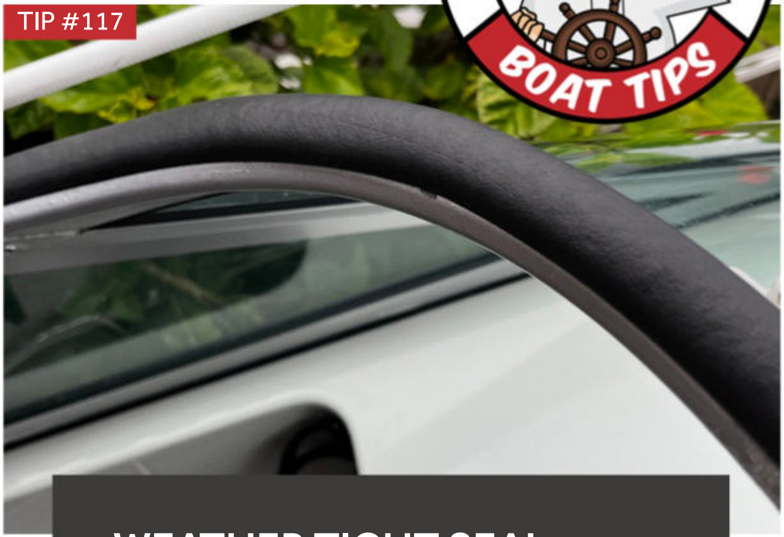
FLETCH'S TIPS

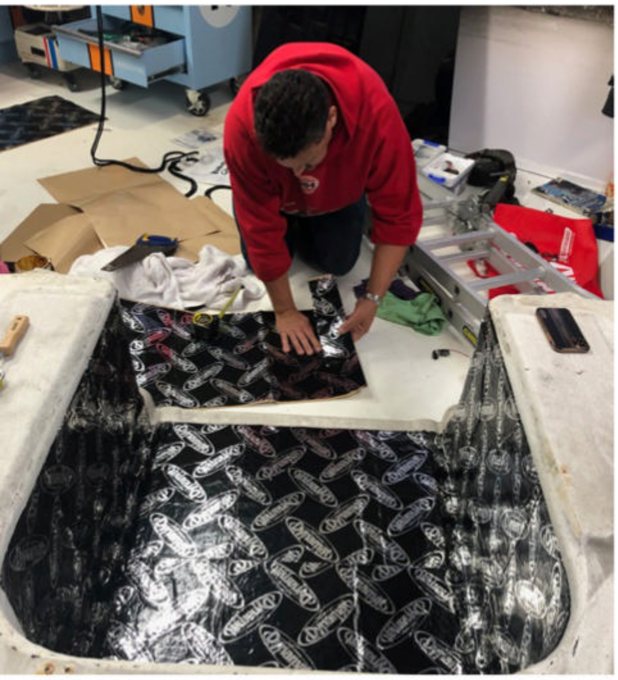
We are now firmly into the start of autumn which makes for careful selecting time out on the water due to seasonal storms. In this issue I highlight the absolute value of having a Coastguard membership, as I needed their services for the 2nd time in 6 months. Spend the next few weeks completing any outstanding repairs before putting your boats into long term storage for the next few months.

TIP #117



WEATHER TIGHT SEAL

Owners of boats with bimini tops leaking between the canvas and the windscreen in rough weather, a simple fix is to attach a length of rubber seal along the edge of the screen where the canvas domes connect to the frame. You can purchase this by the meter from your nearest Para Rubber store, they have a large range of options available.



TIP #118

ENGINE NOISE

If you have an inboard motor in your boat, you will be painfully aware that it can produce excessive engine noise when underway, updates in recent sound deadening technology means that there are a variety of products available on the market that can significantly reduce the noise down. Here is Brendan installing a product called Dynamat Xtream on his engine cover. This product has high performing sound deadening properties and is very effective at reducing the engine drone.

Pro Tip: Make sure that if you are installing new sound deadening, completely remove all the old foam and glue, this will make the installing of the new product much easier and will look nicer.

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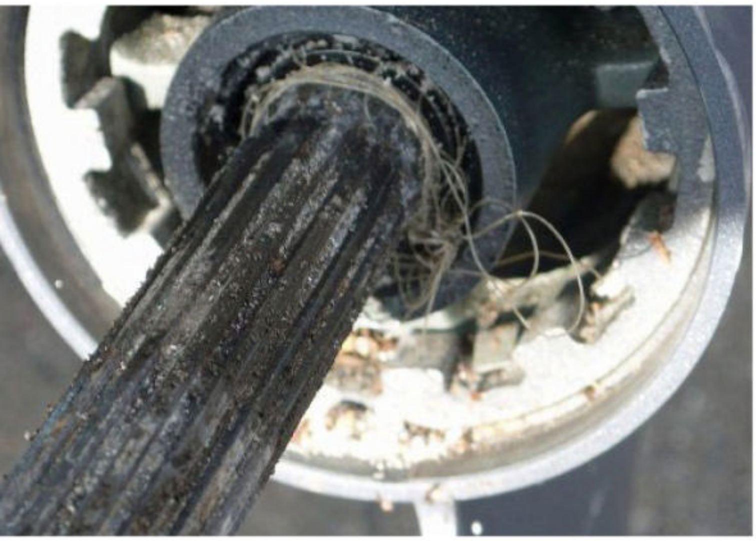
TIP #119

COASTGUARD TO THE RESCUE *(AGAIN)*

Yet another gentle reminder to encourage you to purchase an annual Coastguard membership and keep it updated every year. I had to get towed back to the boat ramp after I managed to get water in my fuel tanks (don't ask), which caused my engine to shut down and left me with no way of getting home. The boys from Browns Bay Coastguard towed me back to the Gulf Harbour boat ramp and helped me load it back onto the trailer, all included in my membership - thanks guys!



TIP #120

FISHING LINE ON YOUR SHAFT

As part of your maintenance schedule, always check for fishing line wrapped around the propeller shaft, fishing line can work its way under the seals on the prop shaft. These seals keep water from entering the gear case and keep the oil leaking out.

Pro Tip: Check the gearbox oil by draining and checking that it's not a milky white colour, if it is, then get your marine mechanic to replace all the gearbox seals.

TIP #121

FIBREGLASS CLEANING

There are a number of products you can purchase to remove stains from fibreglass, however you can make a cheap paste mixing baking soda and a little water. Use a sponge or soft cloth and rub the mix into the discolouration, this will work on almost all imperfections and blemishes.

Pro Tip: Use lemon juice as a final wipe-down to remove all the old paste.

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ALLOY BOAT

ISSUE 28
MAY - JUNE 2023

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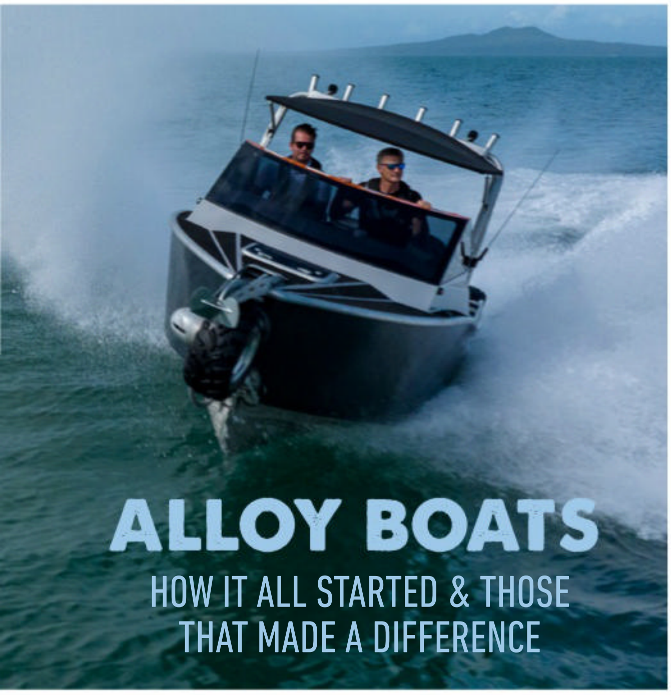
MCLAY 651 SPORTSMAN



ALLOY BOATS

HOW IT ALL STARTED & THOSE THAT MADE A DIFFERENCE

Forgotten World

HISTORY LEFT BEHIND IN THE CENTRAL NORTH ISLAND

FAR NORTH **SOFTBAIT FISHING ACTION**

ALSO REVIEWED | FC 700HTA | OCEAN CRAFT 7.1 AMPHIBIOUS | SEALEGS 6.5M ALLOY CUDDY

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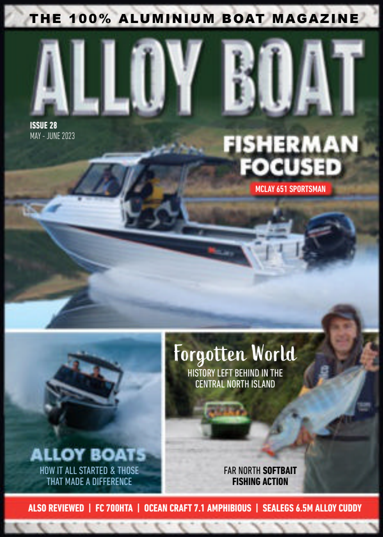

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EXTREME BOATS

NEW MODELS ON DISPLAY AT HUTCHWILCO NZ BOAT SHOW

2023 is the year for new releases for Extreme Boats and there will be four new models to check out at this years' Hutchwilco NZ Boat Show. There will be the first side console 1770 Enduro on display, the new 616 Game King and 646 Game King along with a 646 Walk Around which all feature new hull designs and plenty of the innovation Extreme Boats are well known for.

As well as the new models on display there will also be the larger 795 and 915 Game Kings on display along with other fleet favourites. As always, the Hutchwilco NZ Boat Show will be a great chance to get onboard and have a good look over various models and options no matter the weather so lock in the dates as there will be plenty to check out.

EXTREMEBOATS.CO.NZ

STABICRAFT APPOINTS NEW CEO

Paul Adams, founder of Stabicraft, is pleased to announce that Aaron Greene will become the next Chief Executive Officer of Stabicraft and will help pilot the business through the next phase of sustained growth as they continue as a market leader in New Zealand and look to secure a greater share of other global markets like North America where they have set up a manufacturing facility.

Aaron will be joining the team in June 2023. Having been a customer of Stabicraft for a while now with his current boat, a 2250 Centrecab, it is clear there is passion and belief in the brand, and all that Stabicraft boats have to offer their customers!

"We know Aaron is very excited to work with the team at Stabicraft as we continue to expand internationally into the US and beyond and develop new marine products for boaties across the globe", says Paul.

STABICRAFT.COM

LATEST SEALEGS 8.5M ALLOY

The latest Sealegs 8.5m Alloy (8i) has recently left the Sealegs factory loaded with the latest equipment, including a Quick mc2 X3 GYRO discreetly hidden below the port side king and queen seating, the owner is reported to be over the moon with the performance of both the boat and the Gyro.

The Sealegs 8i will be even further accessorised once she arrives in Australia with game poles, Flir camera and radar. She will not be missed on water or land, painted in Bentley Blue and pearlescent white paint to match the Yamaha outboard. **SEALEGS.COM**

HIGHFIELD POWERED BY ZEROJET

HIGHFIELD, THE WORLD'S LARGEST BUILDER OF ALUMINIUM RIBS.

The recent boot Düsseldorf boat show featured the brand new ZeroJet-powered Highfield EJET330 RIB. The model has an electric jet propulsion system developed by ZeroJet, the New Zealand-based electric jet systems specialist, and by joining forces, the two companies are combining Highfield's performance and strength with ZeroJet's efficient and powerful electric system.

With no propeller to worry about, the EJET330 can be used in very shallow depths and is easily beached. A low profile also makes it the perfect choice for compact storage on-board in tender garages. At 3.36 metres long and 1.82 metres wide, and with a 15° deadrise, the tender includes an FCT console wheel steering and system. It features a 10.8kWh battery and 15kW of power, equivalent to 20hp. The boat can reach 25 knots maximum speed and can cover 12 nautical miles at 14 knots. **ZEROJET.COM / HIGHFIELD.COM**

ZEROJET
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KINGFISHER ANNOUNCE AUSTRALIAN DEALER NETWORK

Kingfisher Boats & Powercats range of trailer boats is set to be launched in Australia in 2023 with the launch of its Australian dealer network. Kingfisher Boats & Powercats General Manger Laura Mason says "The arrival of Kingfisher Boats in Australia is monumental. We are thrilled to have carefully selected dealers who set a high standard of customer service to partner with so that Kingfisher boat owners can be assured of a most professional service, warranty and support."

Available in 2023 from Sports Marine in Western Australia, Wynnum Marine in Queensland, and Hunts Marine in NSW. Between Gregg, Johnny, and Jon we are confident our boats will be accessible to avid boaties throughout Australia who are set to receive an excellent level of service when visiting our new dealers".

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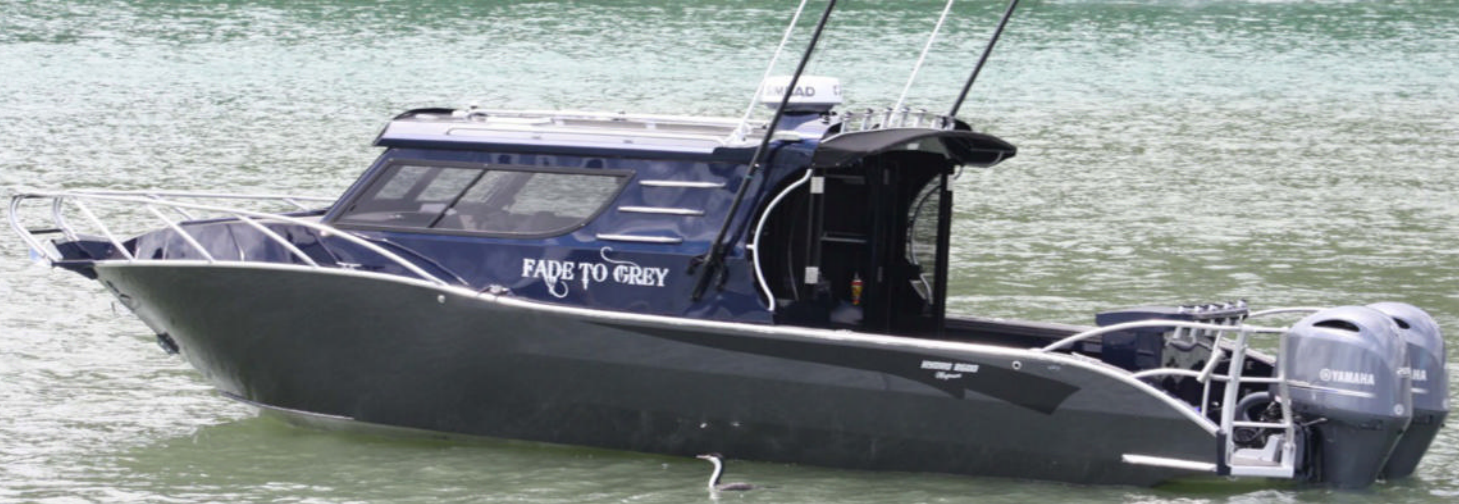

HYDRO 8600

ATTRACTING A LOT OF ATTENTION

Hydro Marine's Hydro 8600 has attracted a lot of interest in Whitianga, where this big hardtop is now based. Designed by Che Watt and built by Hydro Marine, in Alexandria, Fade To Grey was launched in 2022, and is powered by twin Yamaha 200s, complete with the Yamaha Helm Master EX Boat Control System. The interior design was by Mike and Maria Hills.

The boat is loaded with extras, which include Zipwake interceptors, Maxwell RC8 anchor winch, Narva Marine LED lighting, U-Dek flooring and Lumishore underwater lighting. The electronics package is impressive, from the Simrad NSS16 evo3s combo 16 MFD to the Simrad halo 20+ radar, and Fusion 770 Stereo. Construction of the 8.8m long x 2.80m wide hull is tough with 6mm on the running surfaces with 4mm sides. The hull has a 17deg deadrise at the stern and a dry trailerable weight of 3420kg. This is one big boat and designed for bluewater boating anywhere around the NZ coastline. Look for a full review on the Hydro 8600 in the Sept-Oct issue of Alloy Boat Magazine.

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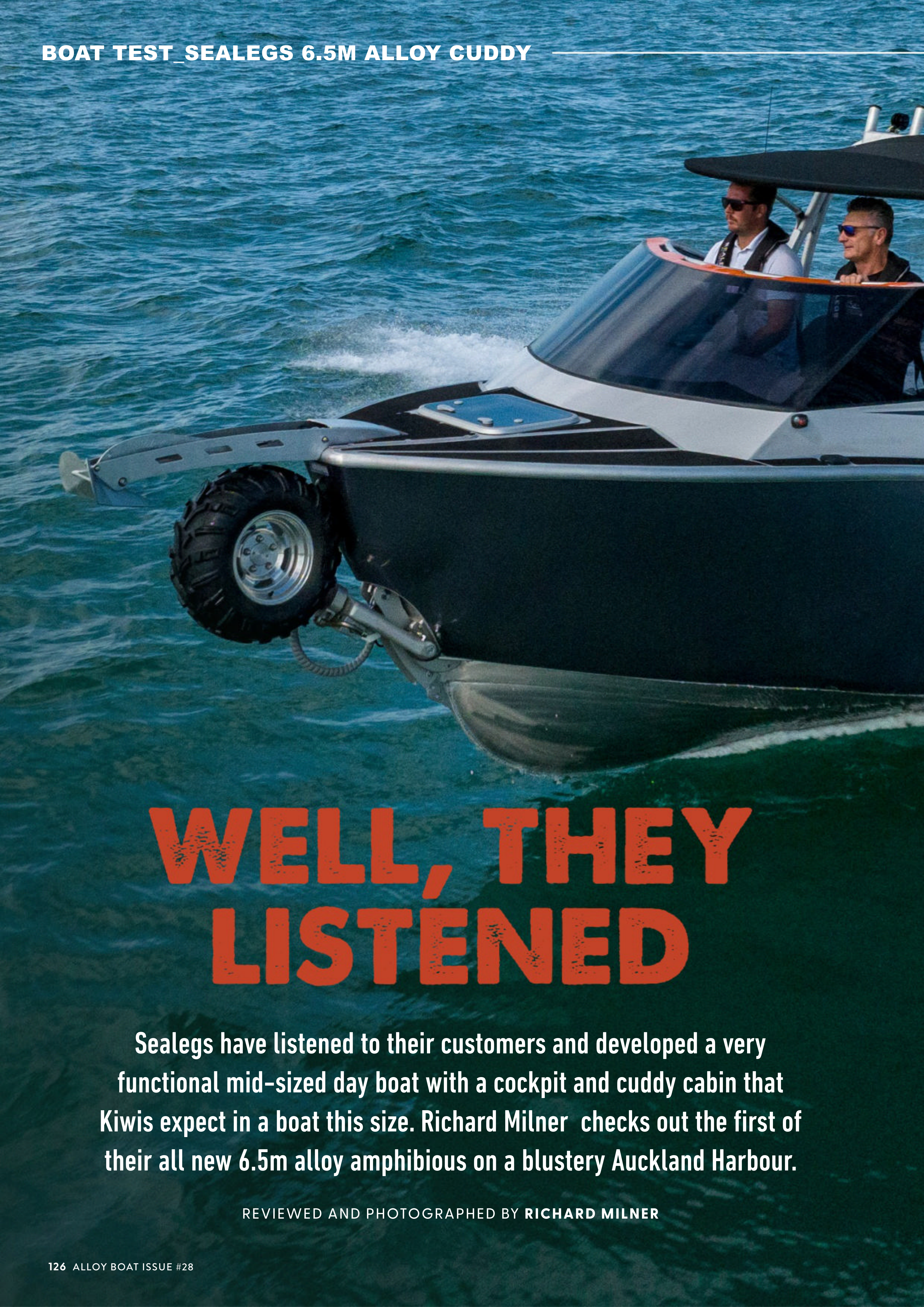


WELL, THEY LISTENED

Sealegs have listened to their customers and developed a very functional mid-sized day boat with a cockpit and cuddy cabin that Kiwis expect in a boat this size. Richard Milner checks out the first of their all new 6.5m alloy amphibious on a blustery Auckland Harbour.

REVIEWED AND PHOTOGRAPHED BY **RICHARD MILNER**

6.5M ALLOY
SEALEGS

Let's face it we all like a bit of cover whether we are lake boating, towing toys or taking the family to catch kai for the Sunday dinner table. With an amphibious boat such as the new Sealegs 6.5 you don't even get your feet wet. The Sealegs 6.5m offers the mum and dad family orientated day boater a sensible, practical, and considered option.

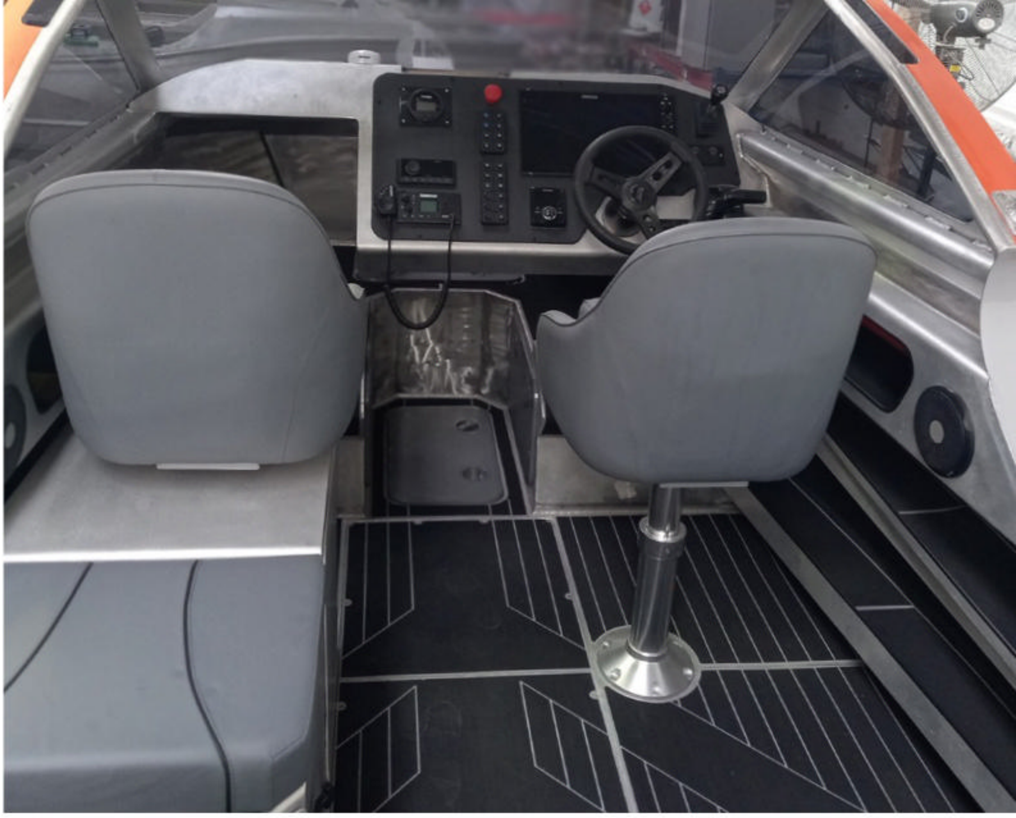
It took some organising after the Auckland Boat Show to get a ride in the new 6.5. The response at the show was exceptional according to the boys at Sealegs, with constant demos in the weeks after the show.

However, finally I got my turn and for a change Auckland harbour was not glassy smooth. There is nothing worse than a flat calm day to review a boat and for a change Auckland Harbour had a brisk 15 knots NE with a short sharp chop and a few lumps to put this new boat through its paces.

I must admit my first sighting of the boat was on the way to the ramp, as I caught sight on the road. It stood out and had mana. Its nicely presented with a wrapped hull and bright orange accents. I felt sorry for the tinny right next to it which frankly looked very dated.

At the ramp it's always hard to get a feel as the boat is driven off its trailer – probably the most unnatural part of boating with an amphibious boat so we can put that aside. But I must admit that the boat was effortlessly and expertly taken from trailer to ramp.

There is considerable thought, design and engineering that goes into the construction of this robust drive system.



The cockpit layout is very traditional Kiwi for a boat of this size.

Live bait tank and rubbish bin.

IN ITS NATURAL ELEMENT

On the beach the Sealegs 6.5 straight away had people looking. It's a testament to Sealegs for developing such a great looking, serious, and yet well thought-out boat. At first glance it looked small for a 6.5m boat, but perhaps that was just that with the wheels down the boat stood high. More on that later.

The sharp lines and swept windscreen with tall topsides really stood out. The large negative planning strake to help move spray away filled me with enthusiasm for the moments to come. Down aft the outboard seemed about right at 150hp and the transom has a nice feature of inbuilt two boarding steps. This is a really neat feature as you can climb up the wheels in the down position whether on the beach or in the water like a swim platform and then easily transition from the transom to the cockpit. I really like this clever feature on both sides. For divers or water toy enthusiasts this is a big bonus.

OFF WE GO

I've spoken before about how nice it is to not get your feet wet and it still hasn't worn off that cheeky grin I get as I get on the boat dry. When normally I'm waist deep and even before I head out I am frankly ready to go home. So with all that forgotten, I have now learnt how to drive the Sealegs on the beach and into the water. Firstly you will find the steering for the wheels easy to use. Two buttons and the Series 61 system powered by a Honda GX1800 petrol engine with its 28hp drives the boat effortlessly. A good feature is that the outboard and the amphibious system share the same fuel tank. Very convenient. On wheelie power the system is quiet and responsive. It's a three-speed system, but all through the test there was no need for the high speed. You have control over how fast you move and using the boats steering it really is just like driving a car. I love it.

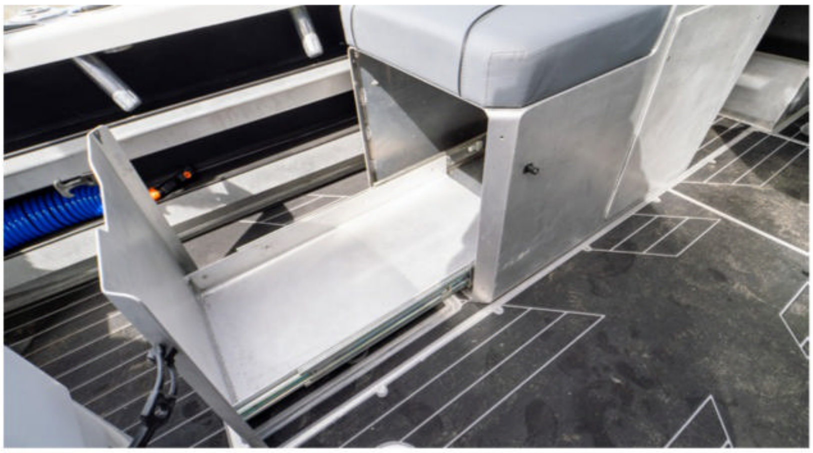
Once into water and with enough depth for Yamaha 150hp outboard, with the touch of a few buttons the outboard goes down and the wheels come up. Simple, easy and effective.

PRACTICAL LAYOUT

The layout is very traditional Kiwi for a boat of this size, but Sealegs have made the most of a bolster seat for the helm which I felt was uncomfortably close to the windscreen grab rail for my size and build. Sealegs will move that if required to more suit the owner's needs.

It has a King and Queen seat on the port side with the forward bolster able to turn around for towing water toys or relaxing in the bay. Underneath is a tray system for your cooler bin, which I really like and haven't seen before. Nice one team.

Aft we have a centre bait board with drawers, live bait tank with the obligatory window and rubbish bin over the top of the engine for the



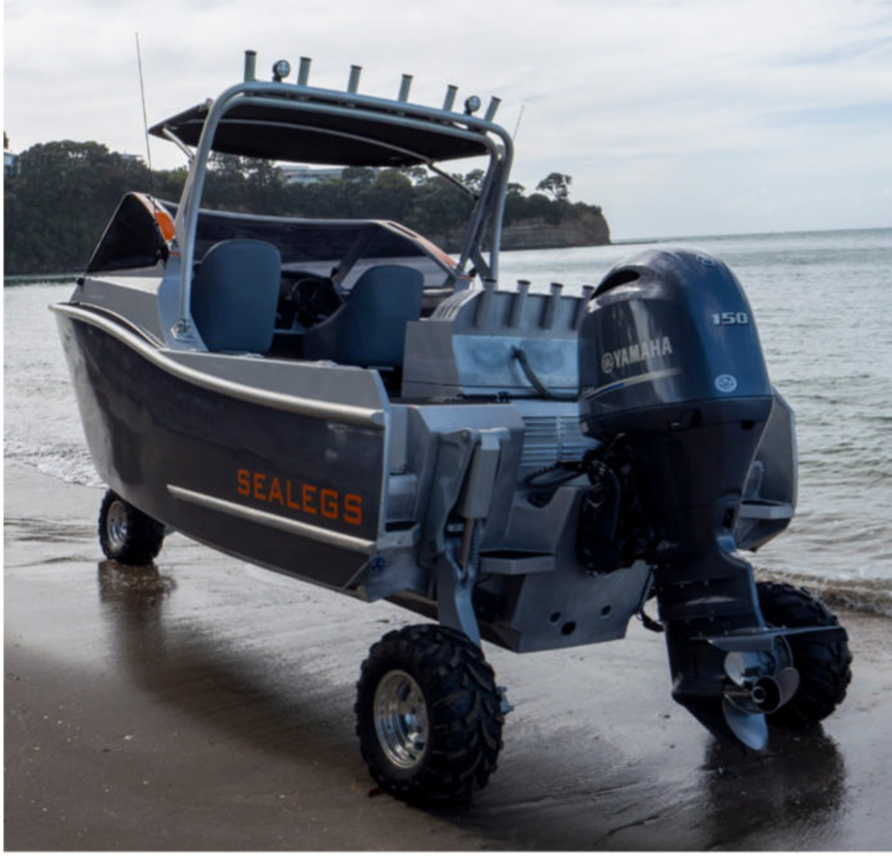
wheels. There is plenty of storage in the floor for gear around the 80L in floor fuel tank.

The oversized helm houses a large 12+ inch MFD, stereo, VHF, Zipwake interceptor controls, gauges, inbuilt switches, and the wheel controls. Its functional and tidy. When I say oversize Sealegs do plan to reduce the helm station, but their focus is still on comfort of the skipper as much as access to the forward cuddy cabin. The cuddy cabin is not designed for sleeping although I reckon a couple of kids could have a nap there. It's designed to keep your gear dry in a sensible place. Underneath there is two storage lockers of which the two batteries are housed. This keeps some weight forward which helps in the boats trim when underway.

You can move around the cockpit of the boat with ease, and no one gets in the way. We had three onboard and it certainly wasn't cramped. The boat came in this spec with an optional T Top and in the harsh UV environment in NZ I feel this is a key consideration of any boat. It all was solid, has a 1.9m standing head height and is well manufactured. For the fishing readers there are ten rod holders on the gunwale's and another six overhead in the rocket launcher so you're well covered. Up forward there is no bow rail but with the optional drum winch there is no need to climb up front.

SO HOW DOES IT GO?

Under power it took quite a few revs to get the boat on the plane. As tested the outboard had a snag or two so the full power of the motor couldn't be demonstrated. Sealegs assure me that the boat isn't short on power and that it can achieve 38 knots. Although we could only achieve 27knots. In calmer waters the boat thundered along well but when the chop got up the boat felt a little small for a 6.5m and for good reason. The boat is marketed as a 6.5 from bowsprit to the rear of the engine, so people know that it will fit in the garage. But on the waterline its closer to 5.2m. Coupled with the 550kg of wheels which roughly equates to 7 adults plus the three onboard it started to make sense why the boat just didn't go as I expected. Having accounted for this my opinions changed and as a sub six metre boat it actually performed okay. Its not going to win bragging rights on a poker run, but that's not what this boat is all about. The bow cuts through the chop well and does move a fair amount of water clear. Of course, with the short sharp chop that means getting water over the windscreen and a potentially wetter ride, but for many in a boat of this size, the conditions were becoming marginal. Sealegs assured me more power would fix the hole shot and higher speeds were easily attainable.

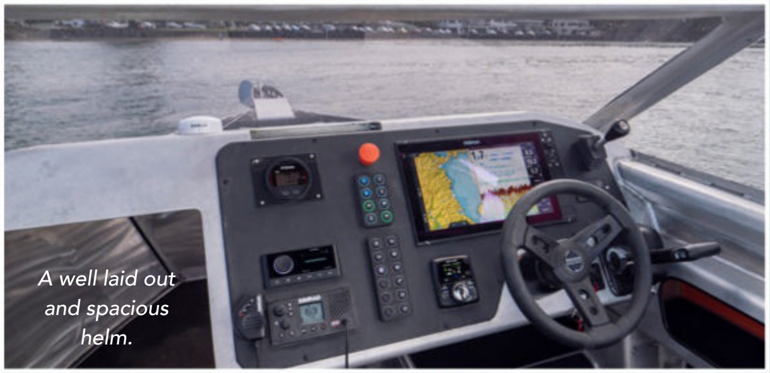


Queen seat with swivel seat arrangement.

Sliding tray for under seat chilli-bin.

Sealegs 6.5 Cuddy on her wheels.

27 Knots on the Auckland Harbour



A well laid out and spacious helm.

SO, WHAT DO I THINK?

I feel the Sealegs 6.5 is a clever all-round package in an already competitive market for the NZ boating community. It addresses many of the challengers we all face with water access, with crowded boat ramps. It makes boating more enjoyable right from when you leave your home and it is very easily managed. I would be very happy to take the 6.5 out on my own. A true testament to Sealegs 6.5 is when I reviewed it, Sealegs had already taken 26 deposits and already the wait time is more than 12 months. I do wonder how the boat will perform given its high weight for its waterline size with more power and I guess time will tell. My only other niggle is it's not a true 6.5m. Its 5.2m with large appendages. So, providing people are clear on that, I really like this example of kiwi boating in the midsize category and look forward to seeing them become a kiwi icon of amphibious boating. ⚓

SPECIFICATIONS

Design Name Sealegs 6.5m Alloy Cuddy
Price From $229,000 + GST
(as tested $257,900 + GST)
Year Launched 2023
Builder Sealegs
Hull Type Amphibious Cuddy
LOA (Wheels Up) 6.79m
LOH 5.20m
Beam 2.31m
Deadrise 19 deg
Height on Wheels 2.44m
Trailerable Weight 1680 kgs Dry
Max Speed 36 knots
Land Speed 10 km/h
Construction 5mm Alloy
Fuel Cap 80 litres
Engine Yamaha 150
Flooring U-Dek
MFD Simrad 16" MFD
Ent System Fusion Apollo Stereo
Contact **SEALEGS.COM**

PERFORMANCE DATA : YAMAHA 150

RPM	Knots	L/h	L/NM	Range (NM)
1000	3.2	2.7	0.850	84
1500	4.3	4.2	0.980	73
2000	5.7	6.6	1.200	60
2500	6.7	11.4	1.800	40
3000	7.0	16.4	2.400	30
3500	8.2	25.7	3.200	22
4000	13.0	34.1	2.700	26
4500	17.7	40	2.300	31
5000	23.0	48	2.100	34
5500	27.0	61	2.300	31

Range is calculated on 90% of 280 litres.

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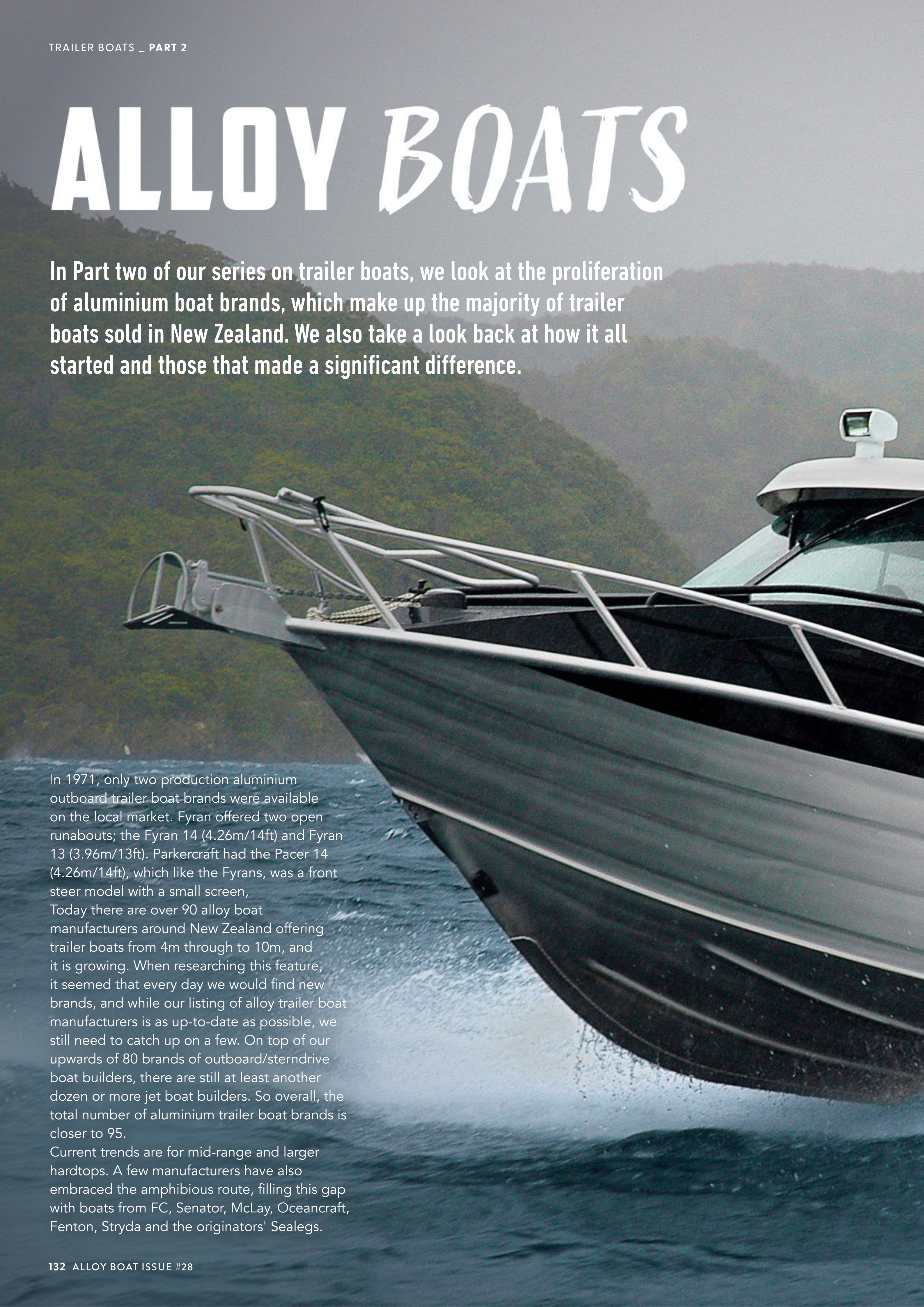


ALLOY *BOATS*

In Part two of our series on trailer boats, we look at the proliferation of aluminium boat brands, which make up the majority of trailer boats sold in New Zealand. We also take a look back at how it all started and those that made a significant difference.

In 1971, only two production aluminium outboard trailer boat brands were available on the local market. Fyran offered two open runabouts; the Fyran 14 (4.26m/14ft) and Fyran 13 (3.96m/13ft). Parkercraft had the Pacer 14 (4.26m/14ft), which like the Fyrans, was a front steer model with a small screen,

Today there are over 90 alloy boat manufacturers around New Zealand offering trailer boats from 4m through to 10m, and it is growing. When researching this feature, it seemed that every day we would find new brands, and while our listing of alloy trailer boat manufacturers is as up-to-date as possible, we still need to catch up on a few. On top of our upwards of 80 brands of outboard/sterndrive boat builders, there are still at least another dozen or more jet boat builders. So overall, the total number of aluminium trailer boat brands is closer to 95.

Current trends are for mid-range and larger hardtops. A few manufacturers have also embraced the amphibious route, filling this gap with boats from FC, Senator, McLay, Oceancraft, Fenton, Stryda and the originators' Sealegs.

LOOKING BACK

Fifty years ago, there were no pontoon boats, centre consoles, hardtops and certainly no cabin boats built in alloy. Despite being such a boating nation, New Zealand needed to catch up to getting into aluminium trailer boat construction. It was not until 1931, however, that aluminium alloys were developed that were sufficiently resistant to saltwater corrosion. If you wanted a small boat, your choice was usually timber or something larger, even steel. It wasn't until the 1950s that the boat-building industry embraced GRP (fibreglass)as an alternative to plywood and wood. New Zealand's earliest introduction to aluminium boats was in the early 1960s from companies such as the Wellington based, Hawker Siddeley International NZ Ltd, who built the Australian De Havilland range of dinghies from the 2.7m Topper through to the 4.27m Tempest.

However, Samuel Parker Ltd put the aluminium boat on the map with its Parkercraft range. In the mid-1960s, the company offered four models, the 8' (2.44m), 10' (3.05m), 12' (3.66m) and 14' (4.27m), all offered in a variety of colours or unpainted. Parkercraft became so iconic that anyone who talked about an aluminium dinghy automatically called it a Parkercraft – much like Zodiac was to RIBS and Hoover was to vacuum cleaners.

Parkercraft, under the leadership of Roger Arkell, sold thousands of boats throughout the country and, for many years, was the dominant brand in the market. De Havilland slipped off the scene, only to have its space filled in by a new player, Fyran, which was to become one of New Zealand's most recognised alloy boat brands.

Fyran, a new company started in 1969 by Trevor Fyfe and Graeme Ransom – two guys from the sheet metal industry who had a keen interest in boating – hence the name Fyran.

"We just built a 3.5m dinghy for ourselves, and it snowballed from there", says Ransom. Within the next few years, the brand grew, and so did the size of the boats. Parkercraft was still the primary builder of alloy boats, but its time at the top was under severe pressure.

It took a little while before Ransom and Fyfe realised that there was a market beyond the dinghies, so in 1971, they released the Fyran Futura. With the introduction of the Fyran Futura runabout, the future of aluminium trailer boats in New Zealand changed forever. Not only was the Futura the first big runabout it was one of the first to be fully welded from pressed plate. At its peak under the ownership of Ransom & Fyfe, Fyran was producing upwards of 350 boats a year, up to 5.0m. Interestingly, the Parkercraft brand was eventually bought by the owners of Fyran and marketed under the Fyran name. Both names have now been resigned to history, but their place in the market was quickly filled.

CRUISER
THE Gangster II
McLAY 7?m

A big McLay Hardtop in action on a very rough Lake Te Anau.

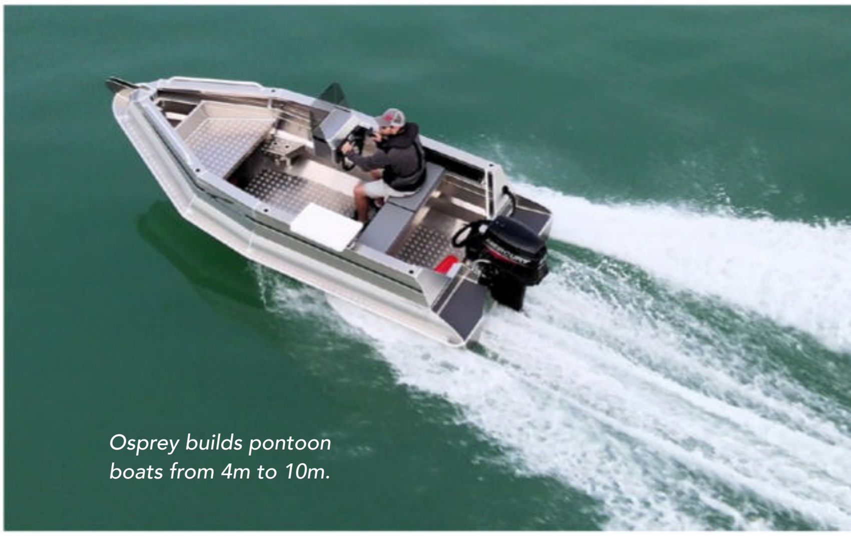
The very first Stabicraft 3.5m dinghy, circa 1987.

The Lazercraft 700 HT features an alloy hull with fibreglass cabin

PONTOON BOATS ARRIVE

By the early 1980s, the number of aluminium boat builders throughout the country had increased dramatically, with, for whatever reason, a considerable number in the South Island.

One was Stabicraft, an Invercargill-based company destined to become New Zealand's biggest aluminium boat manufacturer.
In 1987 Paul Adams and Bruce Dickens built the first rigid-hulled aluminium pontoon boat – a Stabicraft 3.5 dinghy. It didn't take long before others saw the pontoon boat concept's benefits and popularity, and they joined the market. Local Invercargill based Kiwi Kraft was a prime example, and, like its neighbour, Stabicraft is still a strong player in the business today. Stabicraft came about from the needs of the local commercial paua industry for a rugged and reliable boat that offered all the best attributes of a RIB but without the soft tube sides that would not stand up to the rigours of commercial divers.
A first for Stabicraft was the introduction in 1991 of the D-Tube section, and 1996 saw Stabicraft unveil the 550XC – the forerunner for the XR Sport range. Since Stabicraft launched the brand over 36 years ago, many others have imitated them. Today, the aluminium rigid hull market is strong, with nearly 20 manufacturers offering over 150 models.



Osprey builds pontoon boats from 4m to 10m.

Frewza's F18 is a popular model in their range.

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White Pointer has a reputation for building tough bluewater boats.

Built in Invercargill, Hydro Marine is gaining a name for larger hardtops.

Kiwi Kraft make a range of pontoon cabin & cuddy cabin boats.

A Purecraft 730 eating the rough water.

Dreadnort offer something completely different.

Keelow jetboats are hugely popular in the South Island.

ICONIC BRANDS

In 1986 a new name came to the aluminium boat market in the form of Ramco. Established by Hamilton-based Bill Mackrell, the brand was born through the frustrations by Mackrell of not being able to find an alloy boat to suit his fishing needs.

Mackrell called on the ex-Fyran founder, Graeme Ransom, to help with designs, and the first was the 4.2m Ramco Seeker, the boat that launched the brand that was to become one of New Zealand's most recognised aluminium boat names.

In the first year, Ramco built about half a dozen boats, and at the height of the market in the mid 1990s, the company made over 500 boats annually. Under the Mackrell stewardship, Ramco produced a staggering 7000 boats, the last of which was in 2002.

Ramco is now owned by Icon Brands, with production in Rangiora, north of Christchurch, where the Icon and KwikKraft range of custom alloy boats are also built. Icon Brands has utilised the design skills of Christchurch-based Scott Robson Design to come up with an entirely new range of freshly designed boats, although some of the model names have been retained.

Another South Island brand that started in 1987 was McLay Boats, although, at that time, it was known as Toko Engineering and later became McLay Boats with Steve McLay at the helm. The first boats were the B1650 and B1800, which proved outstanding successes for the fledgling company and established the McLay brand as one of the most successful southern builders.

"In the early days, we thought we had to make the boats look as good as the GRP competition, so we painted everything, even the bottoms. However, we learnt a few years later we had a unique market that didn't want the frills and finish of GRP", said McLay.

In the mid 1990s, the company released an unpainted B1700 at the New Zealand Boat Show in Auckland, and, as McLay describes, "sales went nuts".

However, the most significant input the company had in the aluminium production boat market in New Zealand was the introduction in the early 1990s of 5mm hull bottoms as standard on its larger models to 5.8m. "This was something that certainly gave us an edge for several seasons", says McLay.

Even today, McLay feels that his boats are all 'work in progress'. The company built its first hardtop in the early '90s, and now, they are among its most significant selling models.

Celebrating 50 years in business, Surtees is now an iconic brand in the annals of aluminium boat building in New Zealand. One particular model, the Surtees 5.5 Workmate, designed by founder Neil Surtees, has significantly impacted since the first boat was launched in 1996. With over 1500 on the water, the Workmate 5.5 is still one of the country's most successful boats in the 5.5m cabin category.

INNOVATION

The one interesting development in the pontoon boat market is the size and the style of boats being built. Today, around 18 manufacturers are offering more than 170 trailerable models from 4m through to 11m and just about anything over 6.5m is a hardtop. There is also a trend towards bigger boats, with hardtop pontoon boats over 7.5m more popular than ever. Examples are the Stabicraft 2850 Supercab (8.70m), Profile 900HW (9.20m) and the Senator RH860 (9.90m).

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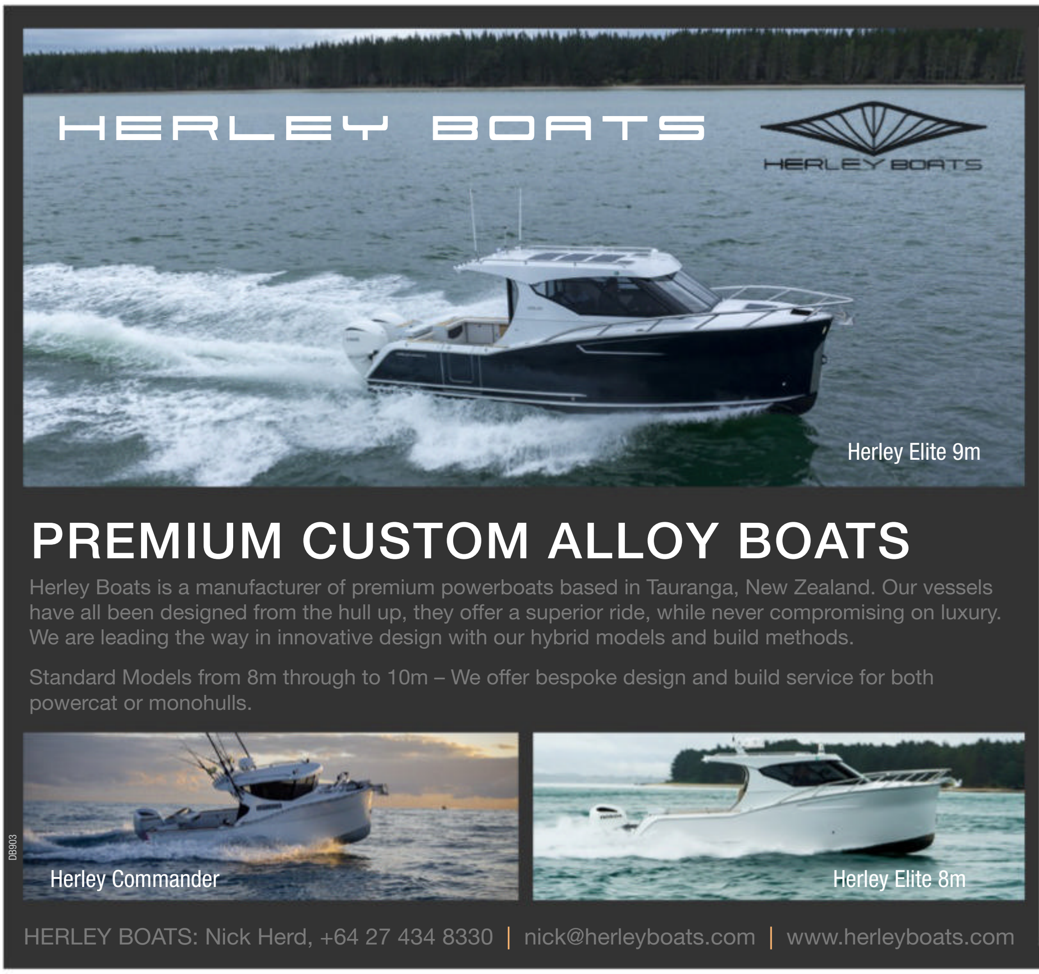
DB942

The Surtees Workmate was released in 1996 and has been tremendously successful.

Whakatane-based Extreme Boats are one of NZ's most prolific alloy boat builders.

The plumb bow design on this Herley Elite 8 is a growing trend.

Bluewater Boats have an enviable reputation for big hardtops and cabin boats.



HERLEY BOATS

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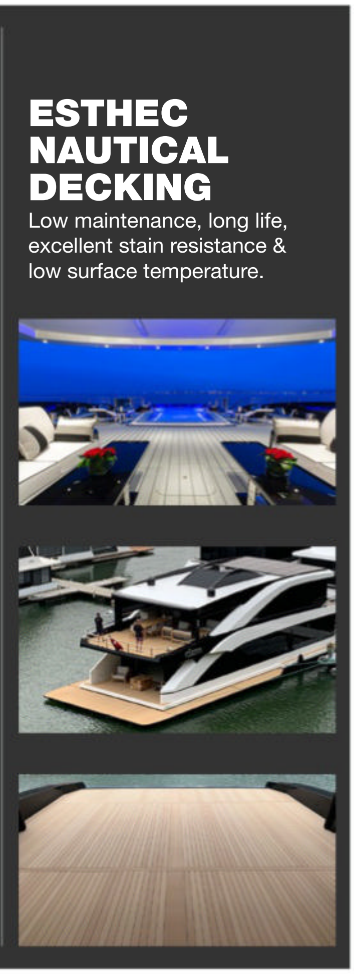

ESTHEC NAUTICAL DECKING

Low maintenance, long life, excellent stain resistance & low surface temperature.

Big trailerable hardtops like this Image 8.75 are popular.

Unquestionably, Kiwi alloy boat builders and designers lead the world regarding the style, look, and practicality of the fully enclosed or semi-enclosed hardtop. It's many years since the first hardtop boats appeared, and we are now used to what they can offer.

Early exponents of the hardtop, such as Ramco, promoted the all-weather boating aspects for the serious fisherman. They were right, and in time, all significant manufacturers followed with their examples. Brands such as Stabicraft, Lazercraft and Southern even followed with fibreglass hardtops as an option.

As pioneers of alu-glass builds, Lazercraft and Southern feature alloy hulls for durability and weight reduction, with fibreglass decks and mouldings for comfort, warmth, noise reduction and exceptional finishing. From humble beginnings as independent Dunedin boatbuilders in the 1980/1990's (respectively) Lazercraft and Southern came together in 2008 to bring the best of both brands under one roof. Whilst distinctly different brands, the company's trademark quality finish is evident in all boats.

Today, virtually every manufacturer offers hardtops in its range. Some start as low as 5m, but anything over 6-6.5m is generally considered suitable as a hardtop model.

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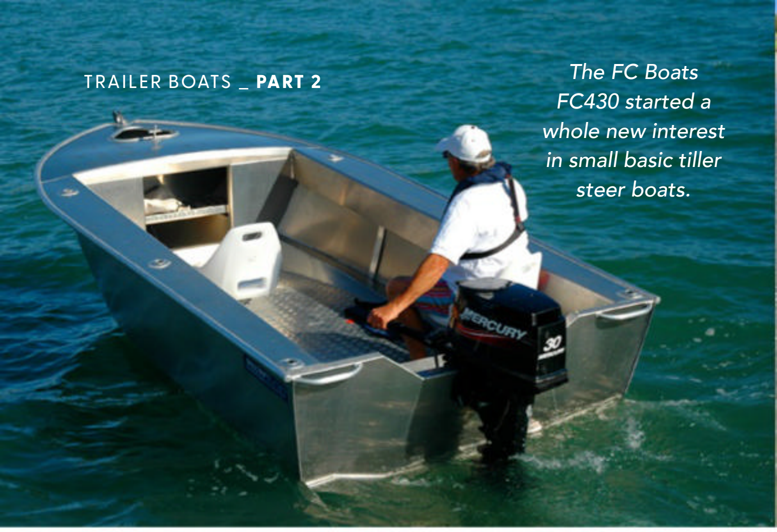

The FC Boats FC430 started a whole new interest in small basic tiller steer boats.

Plenty of brands offer small centre consoles, such as this Oceanpro CC.

GOING SMALLER

The aluminium boat market now seems like a game of two halves. At one end is the hardtop market, which is strong and growing stronger, and at the other, the dinghy market, which is also growing in prominence.

The dinghy market has come full circle, from the first Parkercrafts that started the alloy boat revolution to the new breed of open-tiller steer dinghies that have taken the concept to a whole new level.

The alloy dinghy doubled as the regular tender for bigger boats in the earlier years. They were light, easy to handle and only required a set of oars or a small portable outboard for power. With the arrival of inflatables, that changed overnight. However, a market remained for the small alloy dinghy, especially for those with beach properties who wanted something small and easily handled by the kids or for some close inshore fishing.

A couple of years ago, Fish City's Ross Christenson introduced to the market the FC range and kicked off a whole new interest in the larger open dinghy. His FC430 (4.3m) was an instant hit, and at under $15,000 for a motor/boat/trailer package, it represented exceptional buying.

"We wanted to introduce a basic, no-frills boat onto the market, but without compromising the build quality, and it also had to be at a price point that made the buying decision easy and ultimately the customer very happy", he says.

This was the forerunner to a wide range of tiller steer and centre console FC models, and also it started people thinking about how they could go boating. A considerable number of 3.5m-5m open tiller steer dinghies are now available, and they are gaining popularity quickly.

DREADNORT BOATS

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DB914

Sealegs virtually 'invented' the amphibious boat and offer three models in all alloy.

Marco Boats build a wide range of models from dinghies to hardtops.

SEE THE FULL LISTING OF ALLOY TRAILER BOATS 2023 ON PAGE 163

THE CHANGING MARKET

By the late 1980s, aluminium trailer boats comprised only about 5% of the total trailer boat market. Today that's had a significant shift and is estimated to be close to 80%! Of the 80-plus builders scattered throughout the length and breadth of New Zealand, it is estimated 80% of the boats are built by 20% of the builders. While some have a niche market and particular following, many produce less than ten boats yearly.

Regarding who sells the most, Stabicraft is a runaway leader selling over twice the volume of any other brand. In the pontoon boat market, brands such as Profile, Senator, and Osprey also produce a considerable number of boats.

Regarding the traditional monohull, the market leader, based on the number of boats built, is Surtees. However, brands such as Extreme, Frewza, and McLay are all busy with individual build numbers of more than 175-200 boats a year.

Total production annually for all builders is around 3000 boats from 700 plus models.

Like their fibreglass counterparts, the aluminium boat market is booming; The general feeling is that 2023 will be a steady year. Back orders are still in play, but the lead time for a new boat has certainly decreased in the past few months. A good indicator of how the market is tracking will be after the Auckland and Hutchwilco Boat Shows, where a lot of sales are traditionally made.

However, if it hadn't been for the innovative ideas of those early manufacturers, the industry would not be as strong as it is today.

Local ingenuity and the kiwi 'can do' attitude have placed New Zealand alloy boats at the forefront of the world market. ⚓

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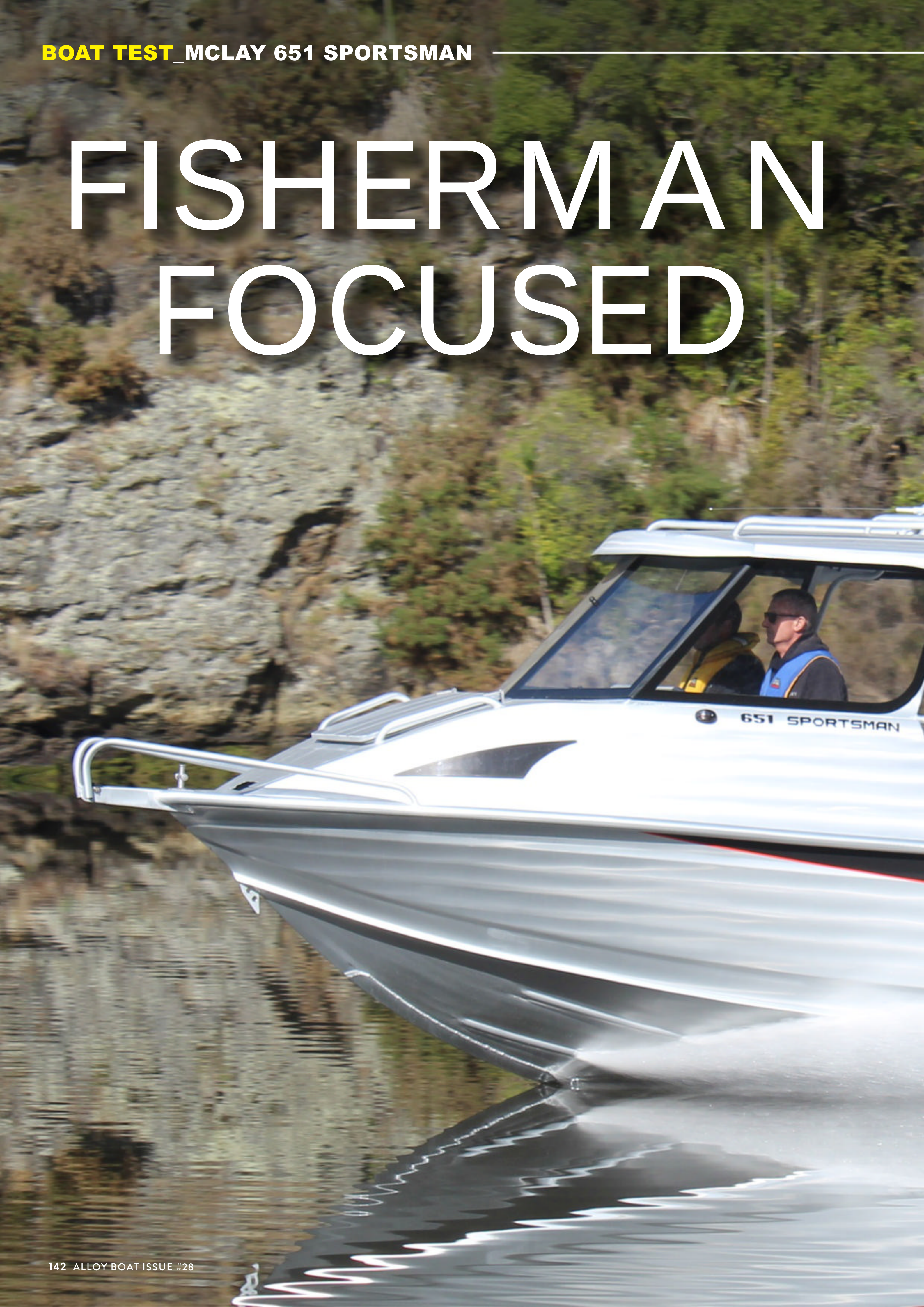

651 SPORTSMAN

MCLAY
MERCURY
MCLAY

McLay Boats' new 651 Sportsman brings back some of the heritage of the best-selling 591 XL but in a new guise pitched firmly at the fishing market.

BY **BARRY THOMPSON**

Well balanced lines are a signature of the Sportsman Series.

Safety glass panels are used instead of a more expensive curved screen.

Big enough for a snooker table.

Twin back to back seats are standard.

When you look at any McLay boat, you see an obvious fishing slant, and over the years, they have proven to be one of the most popular brands in that sector. Martin McLay who is now part owner of Mclay boats come up with the idea and did most of the designing with Steve McLay having some input from his 35 years' experience in the industry. We are constantly tweaking the lineup of boats, with the 651 Sportsman the latest addition to the Sportsman Series.

The Sportsman Series has most of the usual McLay features, offering large cockpits and excellent offshore handling and has been McLay's biggest seller for some years. Seven models are in the range, from the 5.21m cuddy to the new 651.

While the difference between the length of the 571 and the 591 is only 300mm (both have the same 2.20m beam), the 651 increases over the 591 by a further 650mm and when you add the extra 100mm beam, you are getting a lot bigger boat.

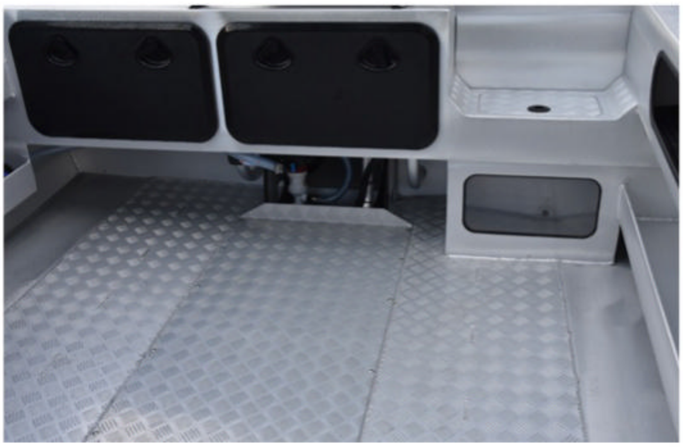
Externally the 651 looks like a stretched 591 with the same hardtop and cabin lines, albeit extended. The cockpit is also noticeably longer, with the foredeck design and window lines remaining the same as the 591.

"We wanted to achieve a high quality, super affordable 6.5m hardtop that offers massive cockpit space for fishing yet still provides enough comforts for family boating. At a little over $100,000 for a complete boat/motor/trailer package, I think we have the best value for money boat of its size on the market", says Steve.

The basis of the new 651 Sportsman is the well-proven 651 CrossXover hull which was retired last year and replaced by the updated 661. However, Martin felt that the 651 CrossXover hull was too good to scrap and brought it back to life as the 651 Sportsman.

If you are going to keep costs down at the retail level, you have first make sure your manufacturing process is as slick and efficient as possible. The first thing to do was build the boat with two flat safety glass windscreen panels and a central mullion rather than the expensive curved screen. It doesn't come standard with wipers, but they are an option.

The layout is minimalistic but functional and practical for fishing and family boating. It's a boat you can add plenty of extras to, but you aren't going to put it in the water for $100k if you start ticking a lot of boxes in the options list.



MERCURY
McLAY

MASSIVE COCKPIT

If you design a boat with a serious fishing bent, you need to ensure the cockpit and transom areas are designed for the job. Kiwis love their fishing, and none more so than from a boat that caters perfectly for their needs. The 651 is one of those boats, and designers Martin & Steve McLay, a keen fisherman, knows what bits should go where and what is required.

The coamings are at a good height (730mm) to lean against when stand-up fishing and have deep toe kicks under the pair of full-length shelves. You get a good purchase when hooked onto something big. The flat coamings are great for sitting on, and there is ample space to fit four rod holders (2 are standard) on either side and in the overhead rocket launcher.

The cockpit has to be one of the roomiest deck area spaces of any 6.5m boat. Measuring 2.340mm of gunnel fishing room down each side an 6.2 sqm of deck is big enough for a full-size snooker table. Not that you would ever put one in, but it gives you an idea of the massive space.

This is a full cabin boat, and while not set up as an overnighter, it could be with a few extras. Although aimed at the serious fisherman, it can still be dressed up to suit the family without breaking the bank. For a start, the cabin offers sitting headroom for two plus twin 1.2m squabs with infills. A provision is made for a chemical head with the option of a courtesy curtain. The two berths can be extended by another .5m with an infill on either side, and when you add another centre cushion, you have one large berth. There's storage under the squabs, plus fabric lined side trays. In boat #1, the rest of the cabin is kept natural alloy, but a fully lined interior is available.

The forward alloy hatch is large, with plenty of space if you need to stand for anchoring duties. The deep anchor locker has provision already made to mount a Sav drum winch, so then there is never any need to go forward.

SIMPLE LAYOUT

The utilitarian cockpit space works well, leaving flat unimpeded floor space for 4-6 fishermen. Your choice is a 4mm tread plate of U-dek flooring. The U-dek, also available for the gunnels and platforms, adds a nice touch to the boat's finish and is extremely practical. The tread plate sole has no built-in storage lockers, with the centre section covering a 175-litre fuel tank and the rest buoyancy. Rods can be stowed on two shelves (2m & 2.5m long) on either side. The helm was simple and functional with a pair of Smartcraft gauges and a Lowrance Hook 9 MFD, and that's it. While our boat had fewer switches and dials, you could add what you wanted, and there was room to do it. There are a few short side shelves for your phone, car keys and sunnies, and a lockable glove box. There is almost 2m headroom under the alloy hardtop, with a telescopic shade canopy extending 800mm into the cockpit. Sliding side windows are an option.

Across the transom, the 651 provides a central bait station, twin storage lockers with hatches and a port side step through to the transom platforms. Obviously, the boat would not be

The cabin can become one huge berth for overnighting with a few infills.

There is a step through to port with a live bait tank.

The cockpit is fishing friendly.

complete without a live bait tank.

The standard boat comes with a pair of adjustable bucket seats, with small bench seats cantilevered aft. A cooler bin seat with a cushion is also available. There is storage in the bases, with forward access and removing the squab extensions allows you to fit a footrest on either side of the forward seats.

POWER OPTIONS

To keep the price down, Mclay has chosen a Mercury 150 XL EFI to power boat #1, and it is a perfect match. I thought when saw the 150 it wouldn't be enough but I was wrong. In the choppy water off Gulf Harbour is ran sweet and was extremely responsive and quick to plane. I tossed the boat into some full lock turns and it hangs on. There is a wide forward lifting strake that holds the boat up in corners and as much as we thrash around we got no water on the deck or screens.

Into a 1/2m chop I ran around 25-28 knots and then in the following sea around 32 knots. Both ways it was a pleasure to drive, didn't have any 'tinnie rattle' and felt tight and solid. Top speed was a respectable 36 knots at 5320, running a 17" Enertia. Change the prop and get a few hundred more rpm and the 651 should easily top 40 knots.

You can upgrade to a 200hp or 225hp but I wonder if it is worth the extra investment. The 150 for me is just right. Mind you I am sure the hull will handle the extra power comfortably.

I have driven a number of the McLay Hardtop boats on everything from a mirror-smooth Lake Wanaka to the raging waters of Fouveaux Strait, and driving for the conditions I had at the time, I have always felt safe and never had an anxious moment.

It is easy to see why the McLay brand is so popular amongst fishermen, and the new 651 Sportsman is a perfect addition to the fleet. While it is fundamental in its standard form, it delivers where it should, and that's what counts. ⚓

A simply and clean dash area.

SPECIFICATIONS

Design Name McLay 651 Sportsman
Price as Tested $NZ102,361
Year Launched 2023
Builder McLay
Designer Martin McLay
Hull Type Hardtop
LOA 6.60m
Beam 2.30m
Trailerable Wght 2.5 tonne
Max Speed 6 knots
Construction 5mm/4mm aluminium
Fuel Cap 175 litres
Engine Mercury 150 XL EFI
Propeller Enertia 17”
MFD Lowrance Hook 9
Contact **MCLAYBOATS.CO.NZ**

PERFORMANCE DATA : MERCURY 150 XL EFI

RPM	Knots	L/h	L/NM	Range (NM)
1000	2.0	4	2.000	78
1500	2.5	6	2.400	65
2000	3.5	9	2.600	60
2500	8.0	13.5	1.700	92
3000	13.5	14.5	1.100	140
3500	20.0	21	1.100	140
4000	25.0	29.5	1.200	130
4500	28.0	37	1.400	110
5000	33.0	52	1.600	98
5320	36.0	62	1.800	87

Nautical Miles is based on 10% reserve of 175 litres.

With 150hp the new 651 Sportsman will top 36 knots.

651 SPORTSMAN
MCLAY
MERCURY

MERCURY

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571 SPORTSMAN HARDTOP

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MCLAY BOATS

DB940

FAR NORTH TREVS *STRING PULLERS!*

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CHOOSING LEADERS
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DAIWA CROSSCAST SURF
OCEAN ANGLER G-BOMB LURE

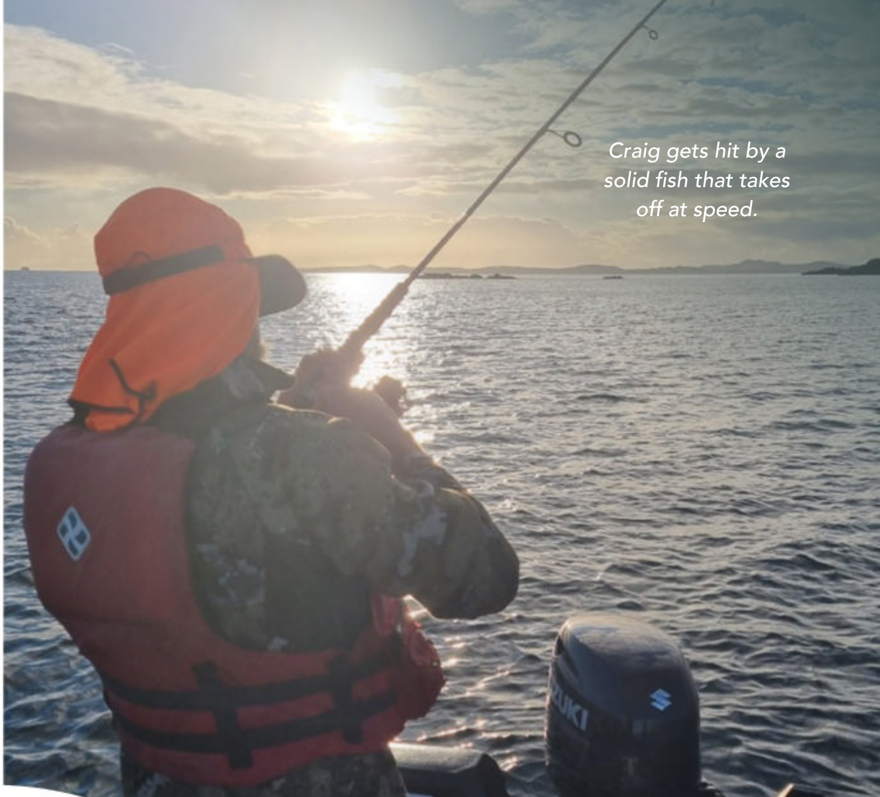
Fishing in Godzone's editor Matt Hewetson headed to the Far North to enjoy some hot softbait action fishing Rangiputa harbour.

WORDS BY **MATHEW HEWETSON**
PHOTOS BY **CRAIG JENKINS**
& **MATHEW HEWETSON**

This 58cm trev put on a great fight in the shallows for the writer.

It had been a busy month in May with duck shooting opening, then working at the Hutchwilco Boat Show and on top of the stress of also getting our house sold and buying another. It had also meant it had been a few weeks that I had managed to head out fishing and I was itching to get a fish in.

It was the end of May when I finally cleared the decks and saw the forecast for the Far North was looking good. During the boat show I had caught up with Craig Jenkins from Zeropak who lives in Doubtless Bay, and he kindly invited me back up to fish if I could find the time. I had been out with Craig in his "Pocket Rocket" 4.2m Smart Wave that he bought at the boat show last year and we had done well at Rangiputa on my last trip.


Craig gets hit by a solid fish that takes off at speed.

The writer even bagged a couple of tasty JDs.

NZK987
ZeroPak
Pocket Rocket
The Smart Wave 4200 on the white sandy beach of Rangiputa.

Z-Man Atomic Sunrise strikes again with a fat snapper.

RANGIPUTA TREVS

I phoned Craig to say I was coming up on Thursday and Friday morning looked good as the conditions were turning for the weekend, with another strong easterly wind getting up which had been so dominant since summer this year. I also put a call in to local resident Kieron Olsen from Reel Rods who advised some good trevs were being caught in Rangiputa. I love tough fighting trevs, they pull so hard on light softbait tackle.

It is a long way to go from Tauranga (6 hours' drive) and although I would only probably get the Friday in fishing, the forecast wind and rain for the weekend meant I could go game bird shooting in my home town Dargaville before heading home. On the drive up and I called in to see the team at Rod & Reel in Newmarket, Auckland, and Justin Corric showed me a great photo of wife Evana with a big 6kg+ trevally she had caught in Doubtless Bay just a couple of weeks before (the cover shot of this issue) and I was now super keen to find myself attached to such a fish.

I arrived at Craig and Michelle's at 7pm and they had a top venison dinner ready from a recent South Kaipara hunt Craig had been on, bagging a few fallow on a private farm. Craig was all ready for an early start on Friday morning and I just had to get a good sleep and jump in his new Triton in the morning as the boat was hitched, fuelled and ready to go.

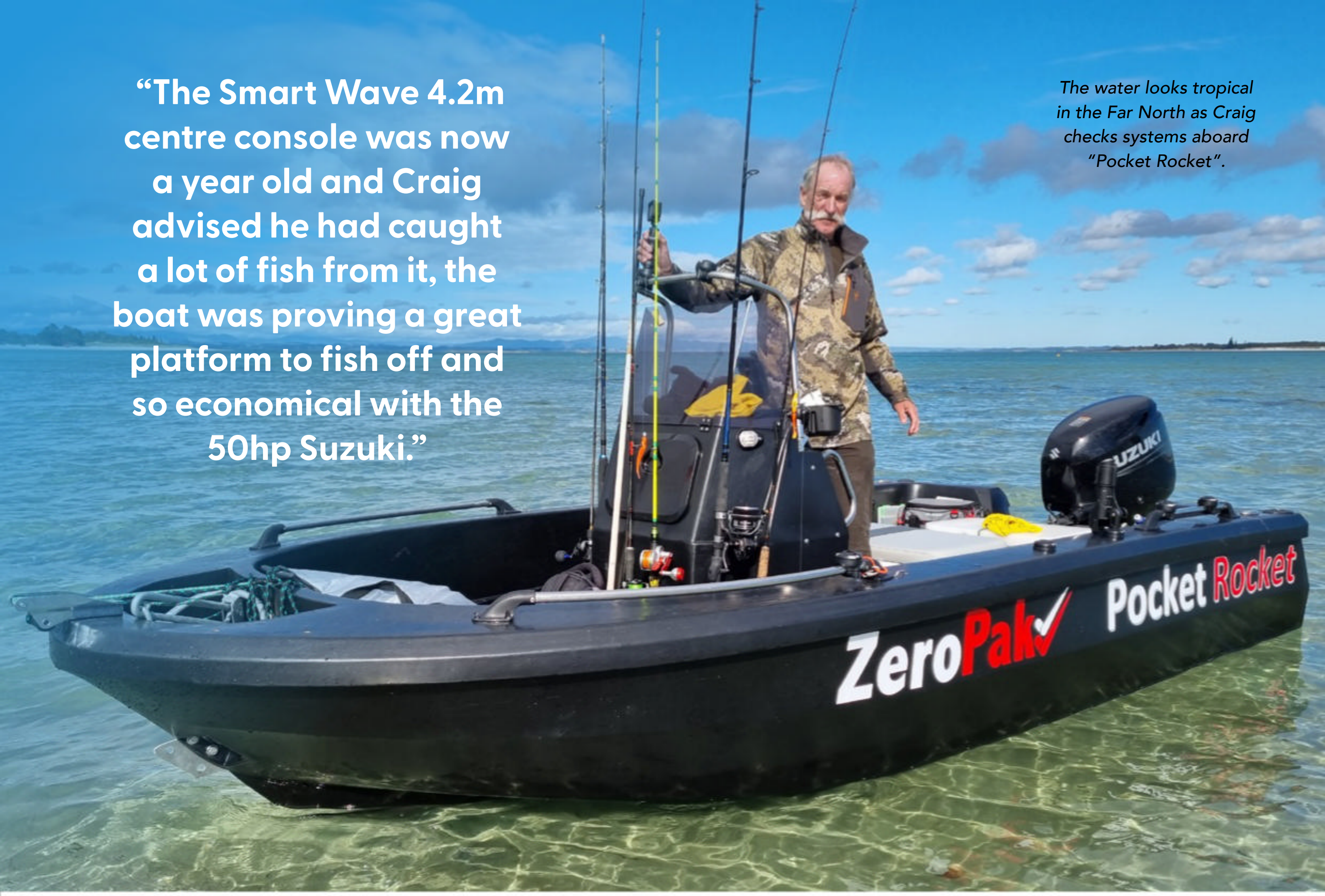
SOUNDER CHOKKA

Craig and I arrived early at Rangiputa beach on Friday in the dark as the sun was about to rise and there were a few boats waiting to launch at high tide. Obviously, these boaties had also seen the weather change coming and decided to sneak out for a fish too.

The Smart Wave 4.2m centre console was now a year old and Craig advised he had caught a lot of fish from it, the boat was proving a great platform to fish off and so economical with the 50hp Suzuki. Craig was a happy boatie and the vessel was low maintenance and reliable, something he was looking for in a boat.

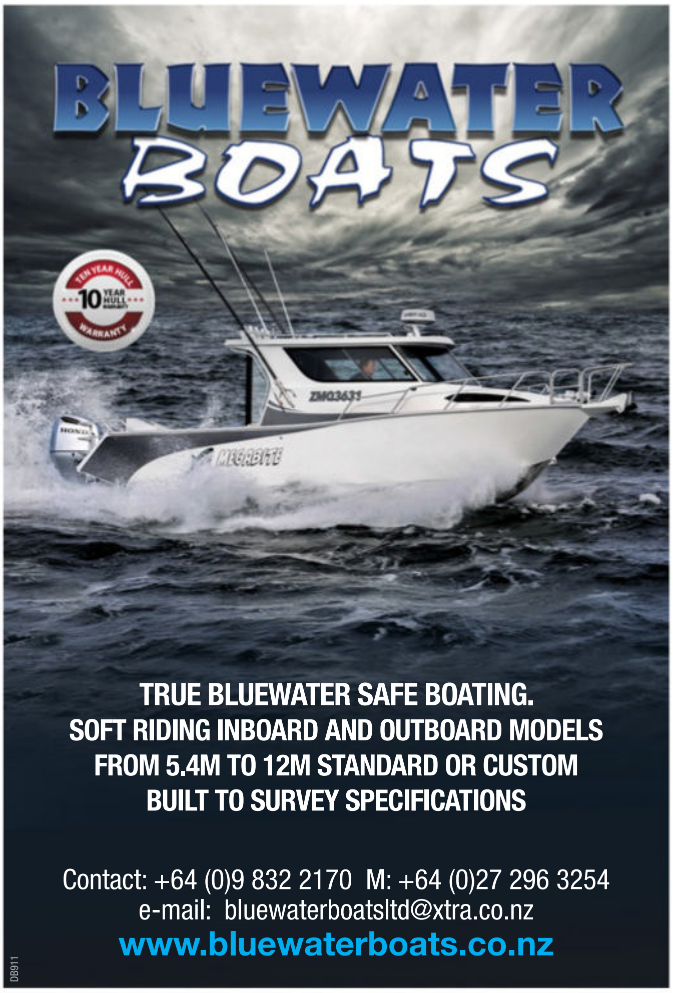
We were soon on the water and heading to the harbour entrance to fish the rocks where we had done so well last year, with snapper to 17lb and seen a big kingfish. As we approached the shallows the sounder showed a lot of fish down below, they were large and schooling. Were they snapper? It seemed odd as usually snapper are spread out hard on the bottom here as only 15m deep.

I was super keen to cast out a Z-Man and picked one of my favourites, the orange Atomic Sunrise 5" on a five-eighths jig head. The wind was supposed to under 6 knots but as the sun started to rise the gusts were well over 12 knots and cold, as coming from the southeast direction.



“The Smart Wave 4.2m centre console was now a year old and Craig advised he had caught a lot of fish from it, the boat was proving a great platform to fish off and so economical with the 50hp Suzuki.”

The water looks tropical in the Far North as Craig checks systems aboard “Pocket Rocket”.



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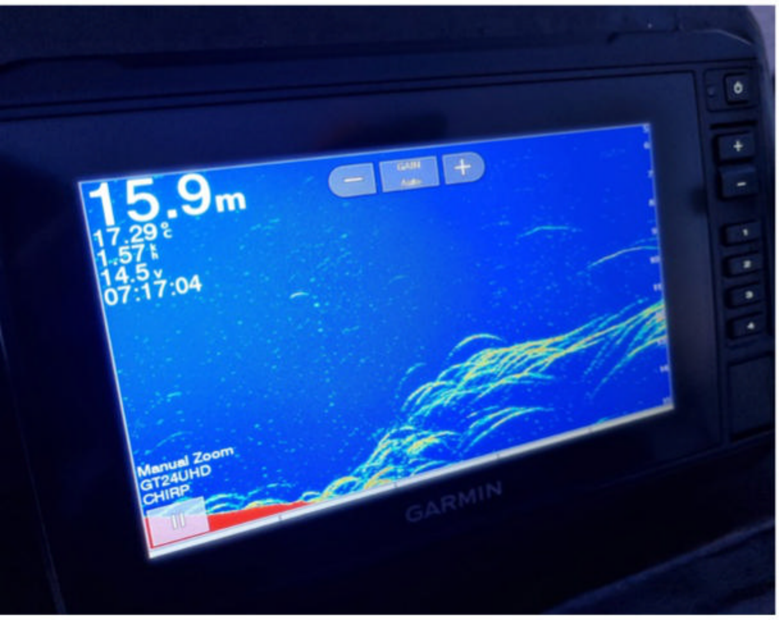
DB445

The Suzuki 50hp is amazingly economical on the small centre console.

"I recast and bang a bigger fish took off and really put the afterburners on! This was a bigger fish, and it took some effort to bring to the net, this trev was over 55cm and put on ice in the bin."



The sounder showed plenty of sign of large fish schooling near the bottom.

STRANGE TAKES

As Craig moved into position and we deployed the drogue, I cast out the back and was getting hit instantly with small taps on the softbaits. Small snapper? Weird takes, but soon I was hooked up to a heavy fish with that tell-tale vibrating action of a trevally. Sure enough, it was a nice 50cm trevally that came into the net.

Craig was also getting soft takes but not hooking up, so I recast and bang a bigger fish took off and really put the afterburners on! This was a bigger fish, and it took some effort to bring to the net, this trev was over 55cm and put on ice in the bin. Craig loves to make a fish stir fry using trevally or kingfish with their denser flesh ideally suited for this.

While we were having fun hooking up on the trevs, around us on the surface schools of kahawai were feeding with birds diving amongst them. Craig yelled out as we both saw a huge kingie attack the baitfish on the surface leaving a big hole in the water as its large yellow tail beat the water! Let's get over there Craig I yelled! We moved the boat about 30m, and I cast a WCP 60g stickbait but unfortunately got no interest, so we set to trying to get a kahawai on a softbait for a livie.

After a good fight, the fish turned out to be a solid 55cm trev.

We soon had one and deployed it down on a circle hook and Craig towed it around the school of kahawai for 20 minutes, but we couldn't get any interest from that kingfish. We went back to the shallows to drift using softbaits again and enjoyed more battles with the trevs and put a few fat snapper and John dory into the bin. The orange Z-Man was dealing to all species and then a snapper took me to ground, and I couldn't get it out, I broke off and then had to re-tie a new 25lb leader and started softbaiting again.

The morning session was all action and then it went quiet just on midday and the wind was really blowing, well over 17 knots and chopping the water up. This front was supposed to be coming Saturday but it looked like it was early. With a bin full of nice fish, we were happy as we headed back in early to go and clean the boat and catch. Rangiputa is such a cool place, big trevs, snapper and kings all found there. You don't have to go far to find fish here, lure fishing such as softbaits works well on a variety of species as we discovered. I think for the next trip, we need to spend more time targeting the kingies. ⚓

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DB944

BREAKING NEW GROUND

While built in Dubai, Ocean Craft Marine's first full aluminium amphibious boat has a solid Kiwi connection. Not only is the wheelie system supplied by Auckland-based Anura Amphibious Systems, but also the layout and concept of the boat are Kiwi inspired.

Ocean Craft Marine is one of the world leaders in manufacturing RIBs for leisure, professional and military applications.

While until now, the only models Kiwis have been exposed to are amphibious RIBs, that has now changed with the arrival of the first Ocean Craft Aluminium 7.1. Local distributor for the brand, Terry Elmsley (Euro City Marine), says that the totally new, full aluminium amphibious 7.1 hardtop has explicitly been designed for the New Zealand and Australian markets.

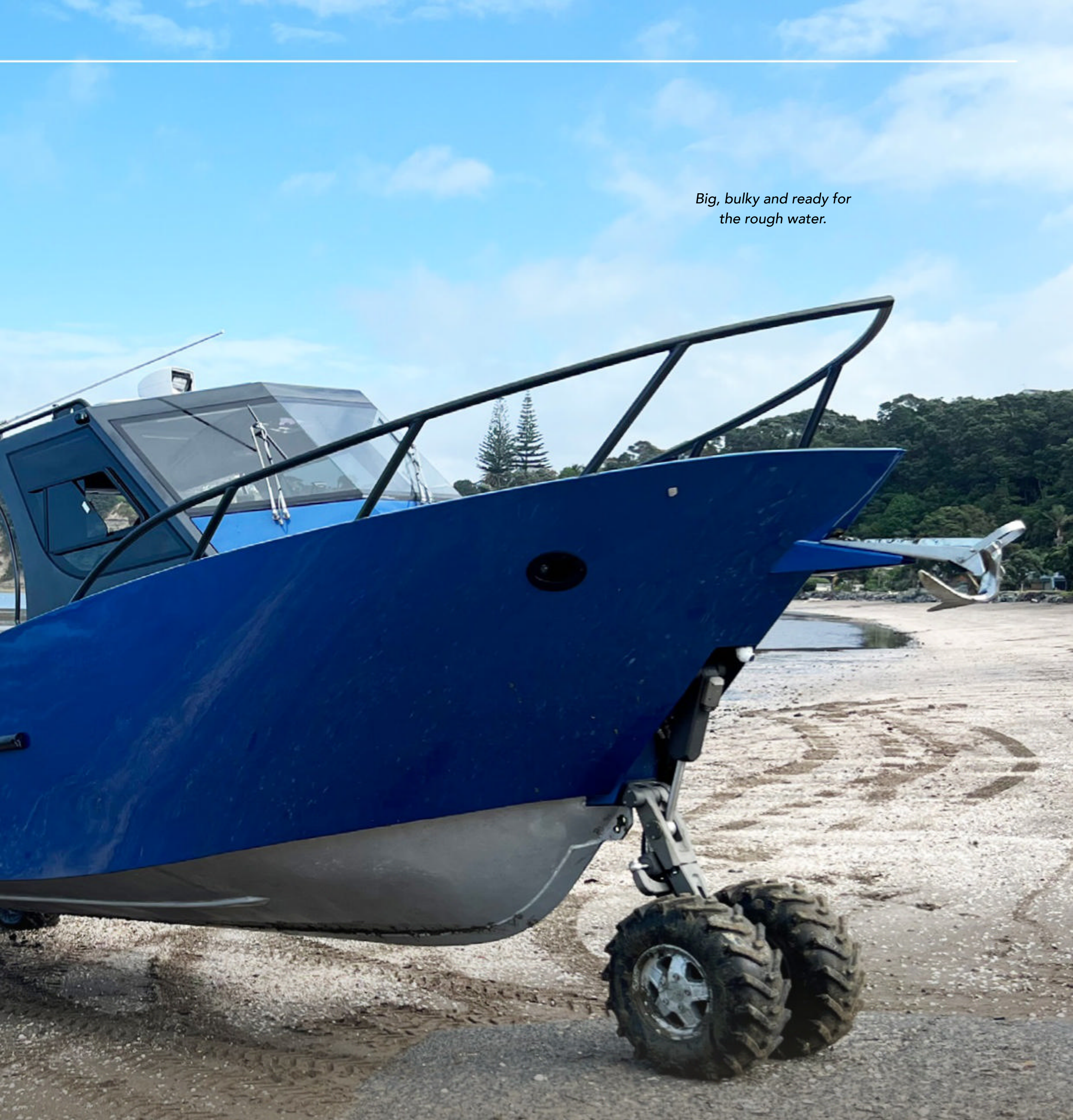
"Whether you're targeting fish or wanting to cruise the coastal waters recreationally, this beautiful, built tough, plate boat competes with the best and still has all the comfortable trimmings to accommodate the whole family", says Elmsley.

He added that this is the first all-alloy hull by the company. To achieve the desired result, Elmsley spent a lot of time working with the Ocean Craft Marine design team to ensure that the 7.1 was ideally suited to the local market, not just on-water performance but also what buyers of larger hardtops were looking for.

"While the first model to arrive in the country is amphibious, we can also offer it as a standard hull without wheels", says Elmsley.

GROWTH IN AMPH BOATS

While not so many years back, there was only one amphibious drive system using wheels, today, there are three, and they are all New Zealand companies. The originators of the



Big, bulky and ready for the rough water.

wheelie system, Sealegs, now only install their system on their boats. The other two, Tectrax (all electric technology) and Anura (previously Orion), don't build boats and make their amphibious systems available to boatbuilders. So when Ocean Craft was looking for an amphibious system, their choice was Anura.

Ocean Craft has used the Anura system for a few years, with the 7.1 running the three-wheel S25, ideally suited to a boat of this size and weight. Power for the S25 system is from a 28kW (40HP) EFI, air-cooled engine. The engine is operated via Control by Wire (CBW) technology. The combination of EFI and CBW provides the hydraulic power unit's fast starting and instant response.

Custom hydraulic motors deliver travel speeds of up to 9km/h, and all models are equipped with Traction Assist, which provides additional drive capability on difficult terrain.

The Anura user interface provides an intuitive control-by-wire experience with detailed system telemetry made available via the LED display linked to the Mercury outboard via NMEA2000. The user interface components are a compact addition to the dash panel and sit conveniently for easy to hand use. Driving the boat to your property on and off the beach or down the road is effortless. As most users will be located at beachside properties, a continuous runtime of up to 1hr should be plenty. It takes between 3-10 hours to recharge the battery pack.

OCEAN CRAFT MARINE

The layout is ideal for fishing and family boats.

FISHING FRIENDLY

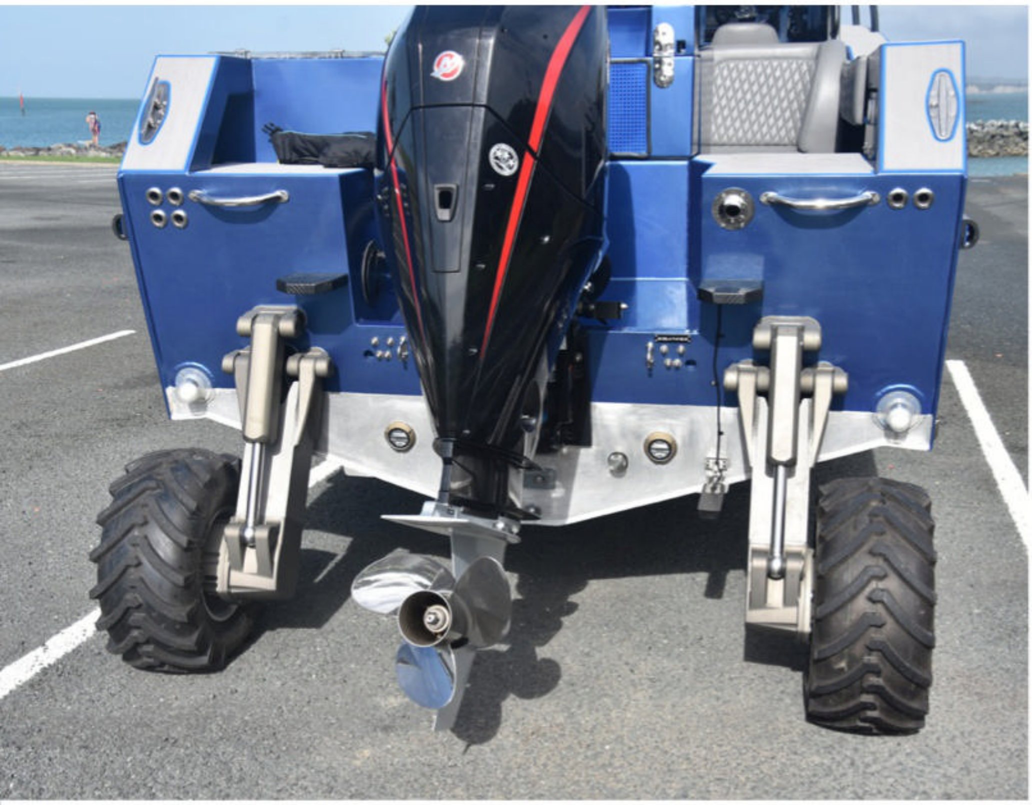
The layout of the 7.1 Aluminium AMPH is reasonably traditional and much like you would find in most Kiwi hardtops. However, when you first step aboard, noticeable differences set the boat apart from most competitors. Firstly the finish. It is very appealing and gives the boat a specific style. Elmsley commented that the aim was to offer a layout that suited everyone and wasn't just another alloy hardtop pigeon-holed into the serious fishing market.

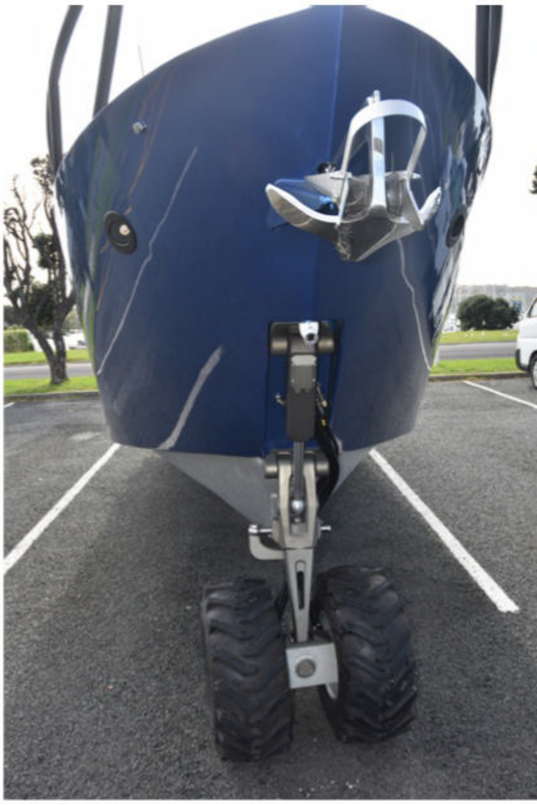
"My idea was to offer a boat that would suit divers, fishermen, family cruising and a boat that could be enjoyed on the water in just about any form of boating leisure activity", says Elmsley. Hence the cockpit in the first boat has a large engine box in the rear of the cockpit that covers Aruna's onboard systems. The bonus is you get a massive cutting board and a separate drawer for all you tackle. A washdown pump makes it easy to clean up after a day on the water, and four underwater lights illuminate the surrounding water for nighttime fishing. Fishermen also have the advantage of a 60-litre live bait tank, plus ample rod and drink holders in the flat coamings. The cockpit has two self-draining deep lockers, and the wide side trays will look after your extra rods, gaff and tag pole. Wide side decks are specially designed for easy access to the large flat deck forward. With all the anchoring gear below the deck, the deck is flush, plus with a high solid bow rail, it's a great place for soft baiting.

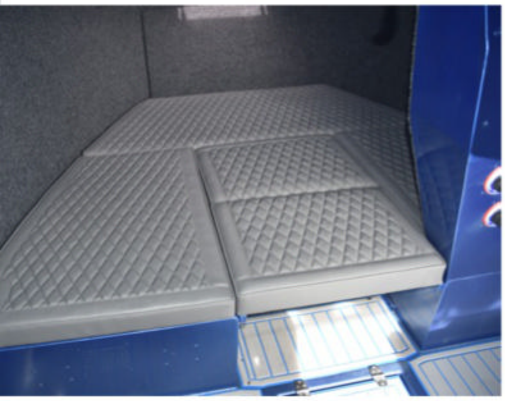
So is the Ocean Craft 7.1 Alloy, a fishing boat. Hell yes.

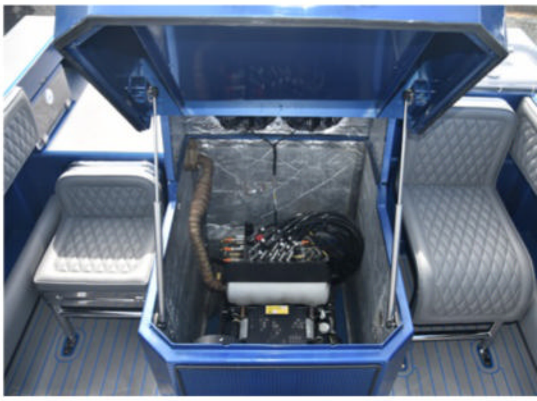
BRING ON THE FAMILY

But it is also a great family boat with six seats in the cockpit and a few more in the cuddy cabin. Two removable tables can be stowed away when not required. There are seats on either side of the amphibious power system box, with both folding forward to give access to the hydraulics of the Anura wheelie system.









The business end with Anura wheels and Mercury outboard.

The boat is fitted with a four wheel Anura amphibious system.

With and without the infill squabs.

The on-land power system is all tucked away under cover between the rear seats.

The starboard seat also folds again to form a flat step, leaving the upholstery underneath and away from being stepped on by wet or sandy feet. It is also a perfect spot to position your bait bin when fishing. I would like a higher backrest in the starboard seat, which could be done by adding a swing door with a cushioned front.

I was impressed with the entire blue paint job, which extends from the chines to the interior and even into the lockers. The deep rich blue paint is offset by an eva foam flooring on the cockpit sole and coamings. This classic look is accented with fore and aft blue trim and adds warmth underfoot, and it is also extremely easy to clean. Fish blood and ground in pillies can be washed away, leaving a pristine surface every time.

Another noticeable feature is the diamond stitching on all the seating areas, plus the side coamings. Thickly padded and ready for fishing action, with a good height and deep toe kicks. Just bring on the 20-pounders.

SEATING FOR SIX

The king/queen seating style works well with twin swivelling forward bucket seats with bolsters and bin seats aft. Storage is under the starboard seat, with the space below the port seat filled with a pull out 56-litre cooler bin.

When you have an amphibious system on your boat, you must allow extra space for the controls and displays on the dash. The dash on the 7.1 Aluminium handles it well, with the controls placed right where I would have expected them (being right handed) and well separated from the outboard steering, controls, MFD and all the other equipment that ends up on the dash.

As a driving position, it was comfortable with the ability to stand or sit, a fold down footrest, a moveable seat and an adjustable steering wheel. The hardtop is at a good height for the taller skippers. Seamless forward windows with a trio of wipers to keep things clear ahead. The boat comes standard with a driver's side sliding window and an optional one to port.

The aft seat folds out so you don't need to stand on the plush upholstery.

The helm needs to be large to handle all the engine and amphibious system controls and displays.

Storage is under the starboard seat, with the space below the port seat filled with a pull out cooler bin.

Above, the outside of the hardtop is finished with the same foam decking as the interior, plus it comes speced with an airhorn, searchlight, nine rod holders and a pair of hatches.

It's more of a large cuddy forward with limited headroom but is still a great place to stow some gear or for the kids to rest while you are busy fishing or entertaining. There is storage under the squabs, plus a freshwater handheld shower nearby. The boat comes standard with a toilet and the option of a courtesy screen or solid bulkhead with a door. I would go for the soft screen as a solid bulkhead interrupts the boat's open feel, giving the interior a feeling of space. A squab infill goes over the toilet, giving you a reasonable size berth. Along with the head, shower and a portable bbq or grill, you have the makings of a nice weekender. Ion the choppy waters off Gulf Harbour.

Our power was a Mercury 250 ProXS, which gave a top speed of 35 knots on the choppy waters off Gulf Harbour. We had a half a metre plus swell with a wind lifting off the wave tops. Unfortunately I never got the opportunity to take the boat into the rougher water, due to circumstances, but in the moderate sea it ran well. It's a big heavy boat that is light on the helm and comfortable to drive. It was hard to find any calm water to record accurate speed and fuel tests but we did the best we could under the shelter of the cliffs between the marina and Weiti River.

PERFECT BALANCE

The Ocean Craft 7.1 Aluminium Amphibious is a complete package with very little you will need to add. If you are a fisherman, a couple of game poles or a big Minn Kota might be worth considering. There is a wide choice of electronics available from the factory, including radar and autopilots.

It's a great new addition to the amphibious boat market, providing the perfect balance of luxury, convenience, and functionality. ⚓

PERFORMANCE DATA : MERCURY 250 PRO XS

RPM	Knots	L/h	L/NM	Range (NM)
1000	3.0	4	1.4	140
1500	6.0	8.5	1.5	130
2000	7.0	11.1	1.6	120
2500	8.0	14.2	1.8	110
3000	9.0	20	2.3	88
3500	12.0	25.5	2.2	92
4000	16.0	35.5	2.3	88
4500	22.0	48	2.2	92
5000	27.0	55	2.1	96
5500	30.0	62.5	2.1	96
5900	35.0	79.5	2.3	88

Range is calculated on 90% of 225 litres.

SPECIFICATIONS

Design Name Ocean Craft 7.1 Amphibious
Price $NZ389,990.00
Year Launched: 2023
Builder Ocean Craft Marine
Designer Ocean Craft Marine / Terry Elmsley
Hull Type Hardtop
LOA 7.40m
Beam 2.52m
Max Speed 35.0 knots
Construction 8mm Aluminium
Fuel Capacity 225 Litres
Water Capacity 60 Litres
Engine Mercury 250 Pro XS
Propeller Enertia 16.5 3bld S/S
Power Outboard 200-300hp
AMPH System Anura S25
MFD Garmin 9"
Underwater Lights Lumitec Seablaze
Ent System Fusion
Contact Euro City Marine, Ph 06 8358810
EUROCITYMARINE.CO.NZ

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Sanctuary Cove Boat Show | Stand number 243 in the Pavillions

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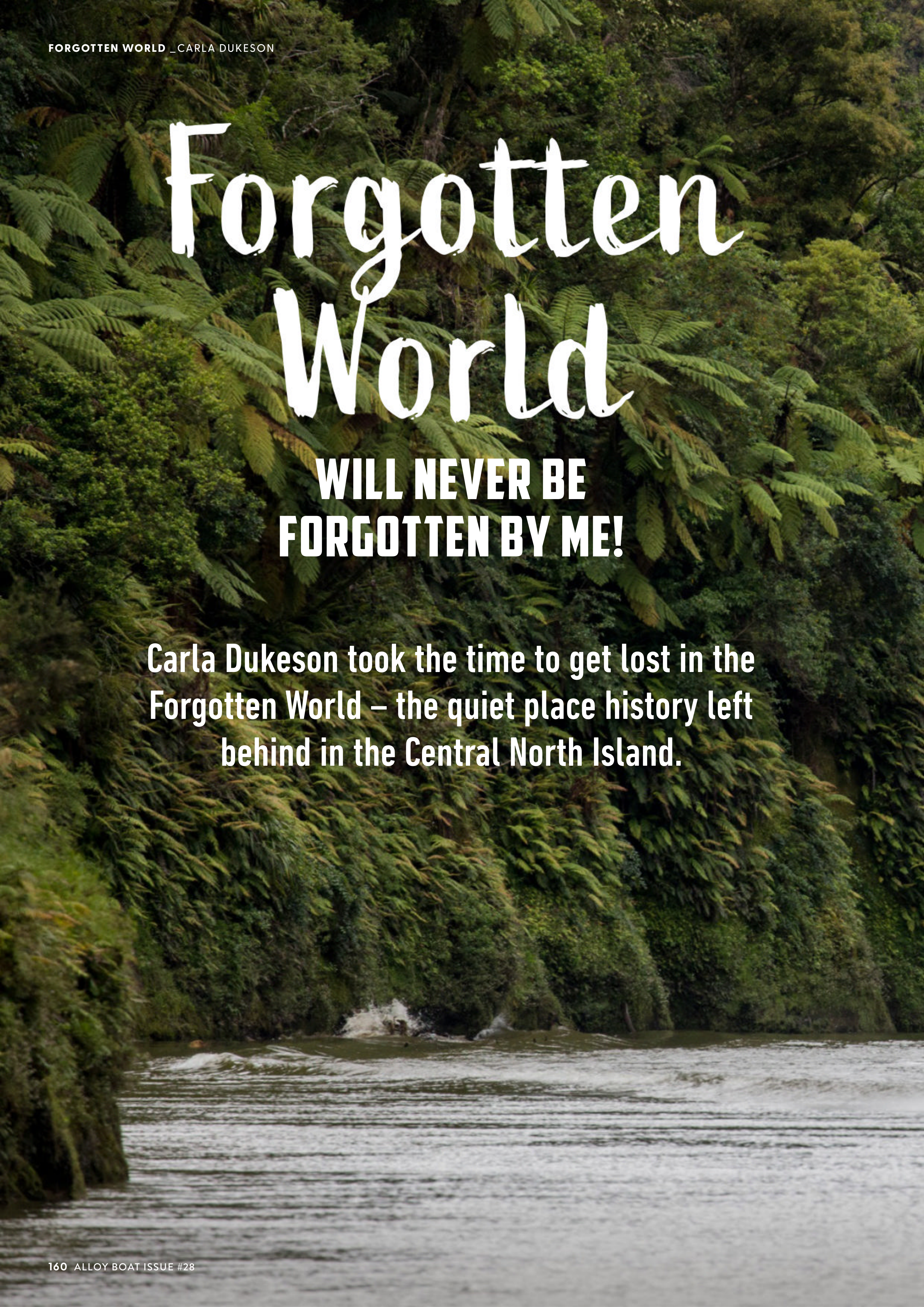

Forgotten World

WILL NEVER BE FORGOTTEN BY ME!

Carla Dukeson took the time to get lost in the Forgotten World – the quiet place history left behind in the Central North Island.

When farmer Ian Balme told people he was going to start a travel attraction in central North Island, running golf carts on the unused railway line between Stratford and Taumarunui, they scoffed! Now years later, that travel attraction - Forgotten World Adventures - now includes tours by rail cart, jet boat and helicopter attracting over 9000 visitors a year!

Whilst sitting with my 84 year old father over the Christmas break, we chatted about some of the adventures he had experienced over his years using his caravan. He mentioned a tour of a rail line named the Forgotten World tour and I was instantly intrigued. I asked him if he would do it again, and he said “most definitely”! With that in mind, we started planning a week we were all free in late Feb, early March and I couldn’t wait!

The time came around pretty quickly, we made our way to Taumaranui via Lake Taupo in our Riviera 66 XT, our motorhome that is! We had made a booking with Forgotten World Adventures. There are so many tours to choose from, in fact 7 in total – from half day rail tours right through to 4 day/3 night tours - being boaties there was no hesitation for us to jump at the tour that included the thrilling jet boat ride up the Whanganui River. Our tour was called the Rail River Run – a blend of nostalgia and excitement!

EPropulsion offer electric outboards from 3hp to 10hp

One of the tours includes a stop at the famous Whangamomona Hotel. We had been there the day before so didn't choose this tour but I would highly recommend a visit. The hotel is the heart and soul of Whangamomona - this area was first settled in the 1880's and the original hotel was built in 1903.

Stepping back in time was most intriguing and we couldn't go past without enjoying a burger and a beer whilst soaking up all the memorabilia on the walls and shelves of the pub.

Leaving our seafaring life and world behind for a week in Auckland - we still managed to find some nautical fun, so back to our chosen tour!

We met at the headquarters in town where we were greeted by friendly staff and the smell of home baking (which we were to enjoy later in the day). The staff were very informative in explaining what we would be doing for the duration of the day which only added more excitement.

We were driven down to a meeting point by Krystle in a shuttle bus to the river where our chariot awaited us, a big green water machine, The Ongaruhe which is a 2016 Jetseeker, with a Hamilton jet unit powered by a Kodiak marine 6.2 L86 V8 capable of speeds 50-55kph fully laden upstream and empty approx 80-85kph.

Ross, a long-time local, was our entertaining and informative driver for the day. We were driven by boat approx 23 kilometres down the river stopping frequently to hear some of the incredible stories of boats built in the early 1900's which had drifted down the very river we were travelling today!

WHANGAMOMONA HOTEL
HOME OF THE REPUBLIC

FORGOTTEN WORLD JET
FORGOTTEN WORLD JET
WHANGANUI RIVER TOURS

ANOTHER PERSPECTIVE!

“My wife and I might have 162 years between us but as we skimmed across the beautiful Whanganui River rapids in the jet boat, powered by a 6.2 litre V8 motor doing 360 spins along the way we were as pumped up and as exhilarated as our younger passengers on board. After 1.5 hours of thrills and informative narrative by our super skilled skipper we were picked up and escorted to a very tasty “outback” style lunch”

NEVILLE VUCICH (CARLA’S DAD)

FORGOTTEN WORLD JET
Hutchwilco

He showed us pictures of the early settlers and had a few yarns and theories of his own on the history of the place – extremely informative! Towards the end of the river trip, Ross couldn't help himself and gave us a few 360 degree spins just to get the heart rates pumping before we disembarked and headed by bus again to the next part of the adventure, the rail line.

A rail side picnic lunch was just being set up as we arrived plus a much welcomed toilet stop. Fresh bread, ham, cheese, salad and condiments were served along with juice, coffee and tea and some of that delicious home baking we had smelt earlier - no alcohol as we ourselves, were about to take control of our next mode of transport. It was so peaceful and surreal being out in this part of the country especially, being my first time.

A short time later, we were introduced to Erika, Tommo and Ray who would be our guides for the second part of our journey. They too, had many stories to tell of the early pioneers, as we would hear along the abandoned rail line at our designated stops - such passionate guides, whose mission was to make our day as enjoyable as they could, and they did!

This part of our journey was the most intriguing - travelling along an abandoned railway through tunnels in deep hidden valleys, to townships that time forgot - all self driven! Breathtaking scenery and incredible animal and birdlife was enjoyed by us all as we made our way along the track. This part of the journey was approx 40 km and took us through 20 bridges and 10 tunnels, including Tunnel 24, a highlight, being the longest at 1.5 km towards the end. This tunnel was built

Okahukura to Stratford RAIL LINE

by hand and took 8 years to complete - a very humbling experience, I can't lie, I was quite relieved to be out the other side - cold, dark and underground is not one of my favourite places to be!

All in all it was an amazing unforgettable experience and one I am glad I have done. I would definitely add it to your bucket list! ⚓

tripadvisor
NOVEMBER 2022
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FORGOTTEN WORLD
ADVENTURES

The FC700HTA has proven extremely popular for FC Boats.

NEXT GENERATION

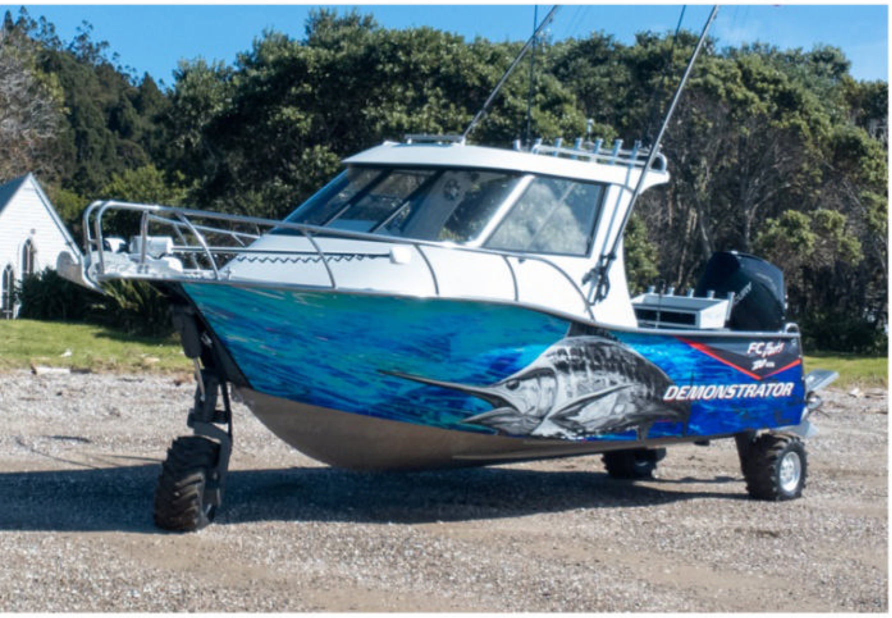
It's been 22 years since the first amphibious boat was launched in New Zealand, and they have been on an upward growth curve ever since. However, non more so than in recent years with three brands of Kiwi amphibious systems providing 'wheelie' packages for both local and overseas boat builders. After a few years of legal turmoil, Anura (previously known as Orion) has emerged as one of the dominant brands and today are the leading supplier of amphibious systems to the OEM market.

In 2011, FC Boats was started by Ross Christensen, who saw the opportunity to improve the smaller-sized aluminium market. The result was the release of the FC430, which proved highly successful, starting a revolution in the small trailerable tiller steer runabout market.

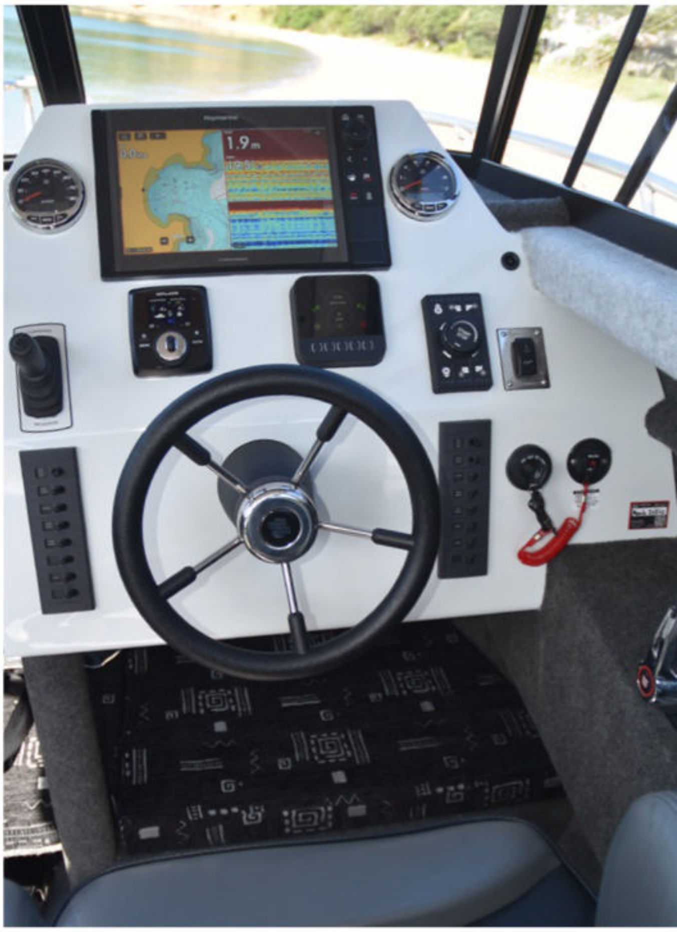
Fast forward to 2023, and FC Boats has come a long way from a couple of tiller steer open runabouts. Now under the leadership of Ross and Max Chistensen, FC Boats offer a fourteen-model range comprising tiller steer, centre console, cuddy cabin and hardtops from 4.4m through to 7m.

One of those, the FC700HTA, resulted customer feedback, according to Max. “We had a repeat FC Boats customer that asked us about building him an amphibious FC using the Sealegs system. After some discussions, we built him an amphibious FC 635 centre console which was soon followed by an amphibious 700HT for another client at Pauanui”, says Max. After sitting out of the amphibious market for around 3 years, FC Boats went on the hunt for a wheel system provider, and were pleasantly surprised when they came across the Orion System. Now sold as Anura, the FC700 HTA is fitted with the Anura S25 system. The Anura S25 is a three-wheel system designed explicitly for boats with a gvm of 2500-3000kg. The 3S provides ample stability and traction in conventional beach-type applications, which include a combination of sand and gradient. I had no trouble negotiating the soft sand of Man O War Bay at the bottom end of Waiheke. An NEMA 2000 sensor links the Mercury steering to the power pack, so when the wheels are up, there is no link, and when they are down, it matches the movement of the outboard steering.

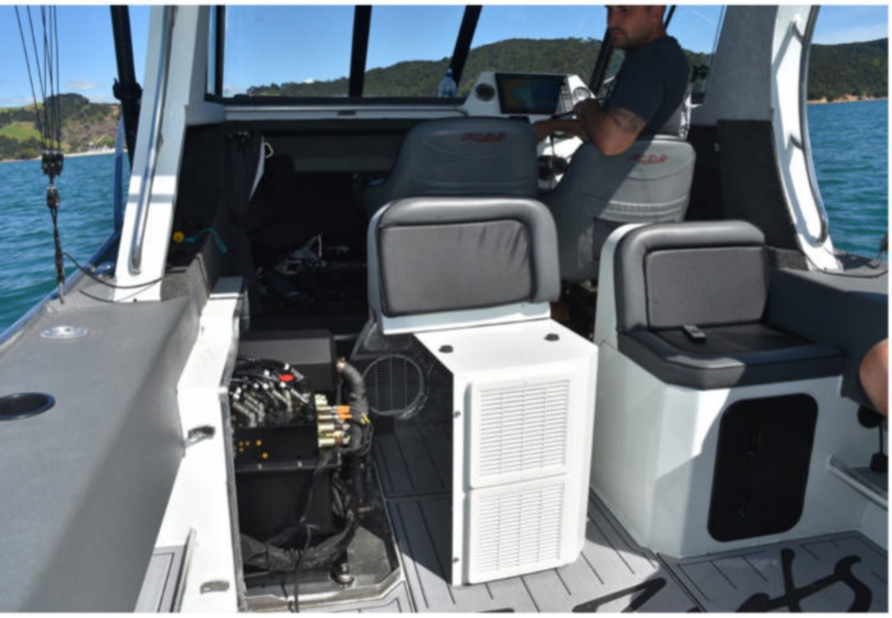
The all-wheel drive system has a diff lock system as standard, providing additional drive capability on difficult terrain. According to



Amphibious boats make trailer boating so much easier.



The large dash handles all the engine, amph, navigation displays and controls.



The Anura power package is stowed under the king/ queen seat.

Anura, the S25 system has a max drive and brake holding incline of 14 deg.

The power package for the amphibious system is provided by Anura's ICE power unit, driven by a 24kW (32HP) EFI, air-cooled engine. The engine operates via control by wire (CBW) technology. The combination of EFI and CBW provides the hydraulic power unit's fast starting and instant response.

With the throttle and hydraulics computer controlled, when you move the throttle control, the power is delivered automatically precisely where required for a smooth and effortless operation.

Once on the water, the wheels all retract back up against the hull, with the rear two doing double duty when required as boarding steps.

Max added that with pressure from another client who wanted a hardtop with wheels, they built the first FC635 HTA with the Anura system in August 2021.

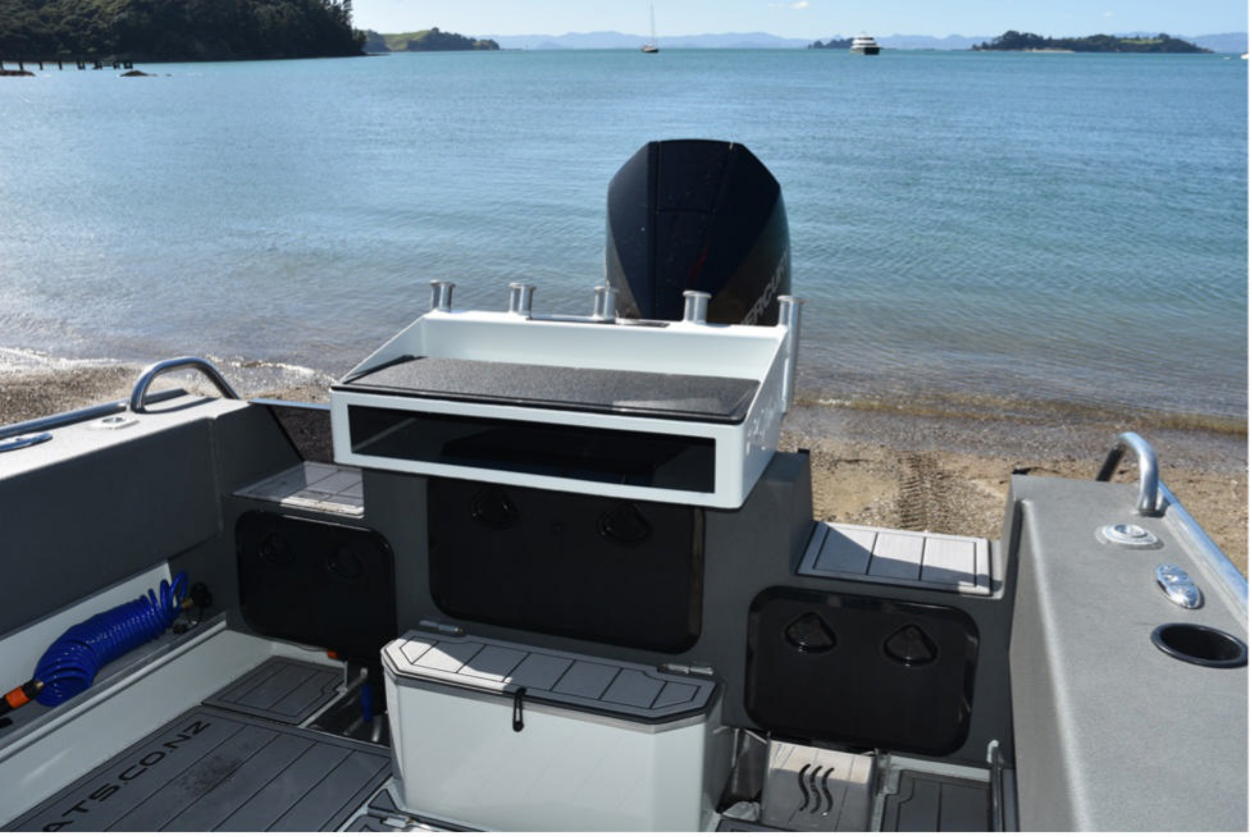
"The advantage of the Anura system is we could mount the motor under the port side queen seat and not have any space taken up in the cockpit with a separate generator. We have not compromised the fishing space, which is important in a boat this size", says Max.

To balance the weight of the Anura onboard system on the port side, the FC700HTA has a trio of 12-volt Mastervolt batteries to run the Minn Kota Ulterra 36V under the starboard seat as compensation. Hence the reason why the Minn Kota is part of the standard package.

FISHING COCKPIT

The boat is destined to be essentially used for fishing, and when it comes to designing fishing boats, the boys at FC Boats know what they are doing. Our test boat had already had several West Coast marlin aboard and was well-blooded. The cockpit has wide side decks with plenty of rod holders and sinker/drink holders, FC Boats famous passive live bait tank system, with 166L to keep bait fish alive for hours, plus a central bait station.

The SeaDek on the sole offers a soft, slip free surface, with the open cockpit design means there is enough space for four anglers' bottom fishing.



The transom has twin step throughs, plus a central bait station with life bait tank beneath.

The flat hardtop is ideal to mount a soft bottom tender.

The king/queen seating is virtually the only seating option in the FC700HTA.

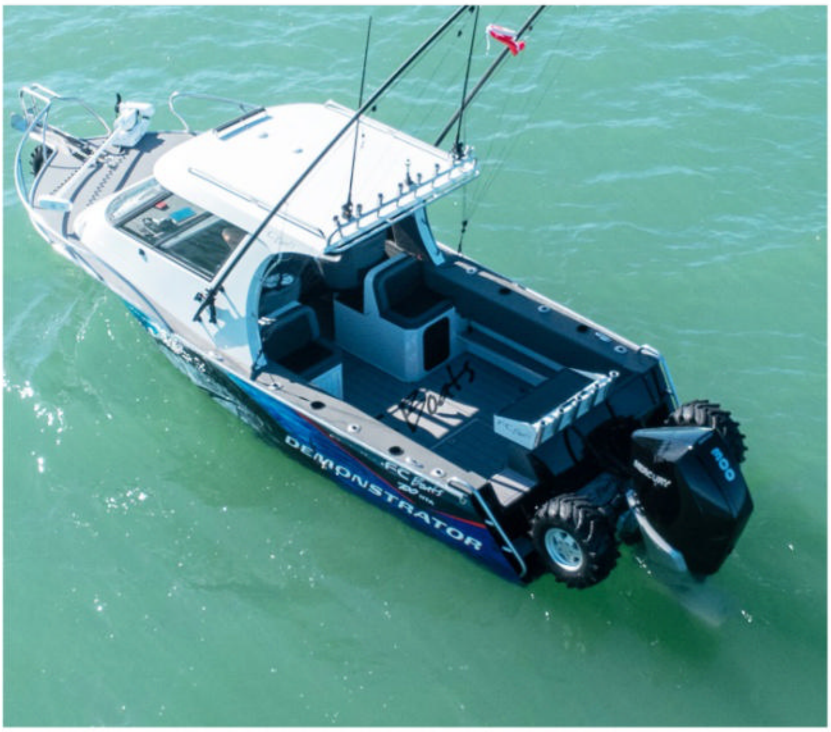
GREAT PROTECTION

The forward area of the cockpit is all about seating with a king/queen on either side. As explained, most of the space under is already used by the Anura power source and the Minn Kota batteries. However, there are still plenty of storage places in wide side trays and underfloor. Triple glass screens can be fitted with wipers, with the sliding side windows allowing for a better cross flow of air.

The dash is big enough to handle the necessary gauges and switches you need for the wheelie system and your electronics, anchor winch, stereo system, etc. Our boat had a Raymarine Axiom 12, which comes standard, with any additional electronics on request.

The wide cabin opening from the wheelhouse area leads into a conventional cabin with twin vee berths and an infill. There is shelving on either side, storage under the squabs, and a head forward. A privacy curtain can slide across the bulkhead should it be required. Everything is fabric lined, so you have no hint of alloy anywhere.

You can also have a fully lockable wheelhouse with a bulkhead splitting the king/queen seats, complete with a central door and windows. FC Boats have built around 20, 700HTA boats, with the majority being the open wheelhouse style. They have even made two for owners who use wheelchairs, which Max says worked exceptionally well, and the owners are very pleased.



A big open fishing cockpit.

The Minn Kota Ulterra 36V is standard with the FC700HTA.

PERFORMANCE

Standard power is a Mercury 250 Verado, but you can option the boat up to 300hp, Suzuki or Mercury, if you want more speed. However, I must admit that the 300hp Mercury Verado seemed well suited to the boat. The Mercury Verado 300 gave us 38.5 knots @ 6000 rpm. On a calm to choppy Auckland Harbour most comfortable cruise was around 26-28 knots which returned around 1.7 lpnm and a range of 140nm.

The FC700HTA is not a light boat which can be an advantage in the choppy to rough water, with the boat more settled, especially at speed. However, a heavy boat is harder to push, so expected to use a bit more fuel. The legs in their up position are clear of the water, so you don't get any secondary spray. Along with the deep vee, 6mm hull with extended gunnels, the boat offers a dry ride.

TICKS THE BOXES

With such a wide choice of amphibious boats on the market, the decision on the brand or model you choose has undoubtedly grown in the past two decades. FC's 700 HTA is right up there with the best of them and does everything that the company claim. If you like the idea of owning an FC700HT but don't require the amphibious system, you can get it without. It's also a lot cheaper as the wheelie package adds around another $160,000 to the price for a similar speced non-amphibious version. The layout is identical in the cockpit and cabin, with subtle differences around the stern where the wheels are mounted.

FC is currently producing a new 6m which will feature the lighter Anura S15 system, an ideal package for the smaller and lighter model. ⚓

SPECIFICATIONS

Boat Design Name FC700HTA
Year Launched 2022
Builder FC Boats
LOA 7.05m
Beam: 2.50m
Draft 520mm
Deadrise 19 deg
Towing Weight 3245kg
On Water Weight 2600kg
Max Speed 38.5 knots
Construction 6mm/4mm Aluminium
Fuel Capacity 280 L
Engine Mercury 300 V8 Verado
Propeller Enertia 16.5 SS
Power Options Outboard (200-300hp)
AMPH Systems Anura S25 (Previously Orion)
Interceptors Zipwake
Anchor Winch Viper Prop Rapid 1000
Underwater Lights Bluefin P3
Batteries Mastervolt/HCB
Entertainment Fusion RA-770
Flooring SeaDek
MFD Raymarine Axiom 12
VHF GME
Trolling Motor Minn Kota Ulterra 36V
Trailer Voyager 700HTA
Base Price of Boat $NZ379,995
Price As Tested $NZ402,059 + trailer
Contact FCBOATS.CO.NZ

PERFORMANCE DATA : MERCURY 300 V8 VERADO

RPM	Knots	L/h	L/NM	Range (NM)
1000	5.0	4.8	1.0	260
1500	6.0	7.6	1.3	190
2000	7.0	11.7	1.7	140
2500	8.0	17.7	2.3	100
3000	10.0	23.3	2.4	100
3500	13.0	29.4	2.3	100
4000	24.0	39	1.7	140
4500	29.0	47	1.7	140
5000	32.5	56.3	1.8	140
5500	36.0	80	2.3	100
6000	38.5	92	2.4	100

Range is calculated on 90% of 280 litres.

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ALLOY BOAT LISTING 2023

Make/Model	LOA	Beam	Hull Const	Type
AIRCAT				
Aircat 625	5.90m	2.35m	4mm	CC
ALLENCO				
4.6 Runabout	5.20m	1.86m	6mm	RU
5.00 Runabout	4.70m	2.17m	6mm	CC
5.3 Cuddy	5.70m	2.17m	6mm	CA
5.5 Cuddy	5.80m	2.27m	6mm	CA
5.9 Cuddy	6.28m	2.27m	6mm	CA
6.25m	6.50m	2.50m	6mm	HT/CA
6.60m	6.90m	2.50m	6mm	HT
6.70m	7.00m	2.50m	6mm	HT/CA
6.80m	7.10m	2.45m	6mm	HT/CA
7.50m	7.80m	2.50m	6mm	HT
8.00m	8.30m	2.50m	6mm	HT
8.50m	8.80m	2.50m	6mm	HT
9.00m	9.40m	2.80m	8mm	HT
AMC				
AMC 3.1	3.10m	1.60m	4mm	Tiller
AMC 4.3	4.30m.	2.00m	4mm	Tiller/CC
AMF				
580 Pro Sport	5.80m	2.25m	6mm	CC/CA/RU
610 Pro Sport	6.10m	2.35m	6mm	CC/CA/RU/HT
660 Pro Sport	6.80m	2.45m	6mm	CC/CA/RU/HT
Viper 720	7.20m	2.50m	8mm	HT
720 Hardtop	7.20m	2.50m	6mm	HT
Cobra 750	7.50m	2.50m	8mm	CC
770 Hardtop	7.70m	2.50m	6mm	HT/CA
Viper 770	7.70m	2.50m	8mm	HT
Cobra 850	8.50m	2.50m	8mm	HT
BLADERUNNER				
5m cat	5.00m	2.45m	4mm	CC
5.5m	5.00m	2.45m	4mm	CA/HT/CO
6m Cat	6.00m	2.45m	4mm	HT/CA
6.5m Cat	6.50m	2.50m	5mm	HT / CC
7.0m Cat	7.00m	2.50m	5mm	HT / CC
7.5m Cat	7.50m	2.50m	5mm	HT / CC
8.5m Cat	8.50m	3.10m	5 mm	HT
9.0m Cat	9.00m	3.10m	5 mm	HT
BLUEFIN				
Bluefin 535 Pursuit	5.25m	2.25m	5mm	CC/C
Bluefin 600 Profish	6.00m	2.30m	5mm	C
Bluefin 620CC	6.20m	2.30m	5mm	CC
Bluefin 620HT	6.20m	2.50m	5mm	HT
Bluefin 650HT	6.50m	2.45m	5mm	HT
Bluefin 665HT	6.65m	2.50m	5mm	HT
Bluefin 700HT	7.10m	2.50m	5mm	HT
Bluefin 720HT	7.20m	2.50m	5mm	HT
Bluefin 720 WK	7.20m	2.50m	5mm	HT
Bluefin 769HT	7.69m	2.50m	5mm	HT
Bluefin 769 WH	7.69m	2.50m	5mm	HT
BLUEWATER				
Bluewater 5.4	5.90m	2.30m	5mm	CA
Bluewater 550	5.60m	2.30m	5mm	CA
Bluewater 5.8	6.00m	2.30m	5mm	CA
Bluewater 5.9	6.40m	2.50m	5mm	HT
Bluewater 6.1	6.60m	2.50m	5mm	HT
Bluewater 6.5	6.70m	2.50m	5mm	HT
Bluewater 6.8	7.00m	2.50m	5mm	HT
Bluewater 7.3	7.50m	2.50m	5mm	HT
Bluewater 7.5	7.70m	2.50m	5mm	HT
Bluewater 7.7	8.00m	2.50m	5mm	HT
Bluewater 8.0	8.30m	2.50m	6mm	HT
Bluewater 8.5	8.70m	2.50m	5mm	HT
Bluewater 8.9	9.10m	2.50m	5mm	HT
Bluewater 9.3	9.50m	2.80m	5mm	HT
CIRCA				
Circa 660	6.60m	2.45m	8mm	HT
Circa 790	8.00m	2.45m	8mm	HT
Circa 850	8.70m	2.65m	8mm	HT
Circa 950	9.50m	2.85m	8mm	HT
COAST CRAFT				
560	6.00m	2.25m	4mm	CA
Rapid Runner 460	4.60m	1.84m	4mm	RU
DIYNO KITSET				
361	3.65m	1.67m	3mm	RU
501	5.05m	1.93m	4mm	CA
601	6.06m	2.13m	4mm	HT
701	7.12m	2.43m	5mm	HT
801	8.13m	2.48m	6mm	HT
DICKEY				
Custom 750/XS	7.88m	2.48m	6mm	HT
Custom 800	8.72m	2.48m	6mm	HT
Custom 850	8.9m	2.48m	6mm	HT
Custom 950	10.00m	2.80m	6mm	HT
Semifly 28	8.82m	2.80m	6mm	HT
DREADNORT				
V4000	4.00m	1.81m	4mm	TILLER
D4000	4.00m	1.81m	4mm	CC
V4500	450m	2.05m	4mm	CC
V5500	5.65m	2.40m	5mm	CC
V6000	6.00m	2.45m	5mm	HT
V6500	6.50m	2.50m	5mm	HT
V7500	7.50m	2.65m	6/5mm	HT
V8500	8.50m	3.10m	6/5mm	HT
V1000	10.00m	3.25m	6/5mm	HT
DOMAIN				
475	4.75m	2.07m	4mm	CU/CC
550	5.50m	2.07m	5mm	CC/CA
DNA				
531 Sport Fisher	5.30m	2.02m	5mm	CA
551 Sport Fisher	5.50m	2.28m	5mm	CA
621CC	6.15m	2.41m	5mm	CC
721 HT	7.21m	2.50m	5mm	HT
761 HT	7.61m	2.50m	6mm	HT
821 HT	8.21m	2.50m	6mm	HT
850 HT	8.50m	2.50m	6mm	HT
941 HT	9.41m	2.50m	6mm	HT
EVERYMAN				
470	4.70m	1.86m	4mm	CA/CC
565	5.65m	2.05m	5mm	CU/CC/HT
595	5.95m	2.35m	5mm	CU/CC/HT
635	6.35m	2.35m	5mm	CU/CC/HT
650	6.50m	2.45m	6mm	CA/CC/HT/WA
690	6.90m	2.50m	6mm	HT/CC
720	7.35m	2.50m	6mm	HT
750	7.65m	2.50m	6mm	HT
820	8.20m	2.60m	6mm	HT
840	8.40m	2.60m	6mm	HT/WA
850	8.65m	2.70m	6/8mm	HT
950	9.47m	3.00m	8mm	HT
1080	11.00m	3.05m	8mm	HT
EXTREME				
1770 Enduro	5.50m	2.05m	5mm	TS/SC
545 Sportfisher/Console	5.50m	2.10m	5mm	CA/CC/SC
605 Gameking/Sportfisher	6.07m	2.34m	5mm	CA/CC
616 Gameking	6.16m	2.34m	5mm	HT
646 Gameking/Sportfisher	6.46 m	2.50m	5mm	CC/HT
695 Gameking	7.00m	2.50m	5mm	HT
745 Gameking/Walkaround	7.43m	2.80m	5mm	CC/HT/WA
795 Gameking/Walkaround	7.93m	2.80m	5mm	CC/HT/WA
885 Gameking	8.85m	2.80m	6mm	CC/HT
915 Gameking/Walkaround	9.15m	2.82m	6mm	CC/HT/WA
985 Gameking	9.85m	2.94m	6mm	HT
1185 Gameking	11.80m	3.10m	8mm	HT
FC BOATS				
FC430	4.30m	2.02m	4mm	TS/SC
FC Freedom	4.40m	2.00m	4mm	TS
FC465	4.65m	2.00m	4mm	SC/RU
FC535	5.35m	2.05m	4mm	CC
FC560	5.60m	2.25m	5mm	CC/CU
FC600	6.00m	2.35m	5mm	HT/CC/AMPH
FC700	7.05m	2.50m	6mm	HT/CC/AMPH
FLYFIN				
150GT	4.75m	1.90m	4mm	TL
1700	5.10m	2.07m	4mm	CC/CA
1900	5.60m	2.25m	4mm	CC/C/HT
2100	6.50m	2.55m	6mm	HT
810 AMPH	8.10m	2.75m	6mm	WA/CA/HT/Amph

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ALLOY BOAT LISTING 2023

Make/Model	LOA	Beam	Hull Const	Type
HAURAKI				
4500CC	4.50m	1.93m	4mm	CC
Katana Cat	5.50m	2.50m	4/5mm	CC
6750 Centre Cab	6.75m	2.50m	6/5mm	Centre Cab
7400 Centre Cab	7.40m	2.50m	6/5mm	Centre Cab
HERLEY				
Elite 8	8.19m	2.50m	6mm	HT
Elite 8 Captain	8.19m	2.50m	6mm	HT
Elite 9	8.90m	2.80m	6mm	HT
Explorer 11	10.90m	3.20m	6mm	HT
HYDRO				
7600	8.20m	2.85m	6mm	HT
8600	9.20m	2.85m	6mm	HT

INNOVISION boats
www.innovisionboats.co.nz - +64 021 407000

Make/Model	LOA	Beam	Hull Const	Type
INNOVISION				
IV 515	5.25m	2.35m	5mm	HT/CU/CC
IV 555	5.65m	2.40m	5mm	HT/CU/CC
IV 585	5.95m	2.45m	5mm	HT/CU/CC
IV 616	6.25m	2.50m	6mm	HT/CU/CC
IV 656	6.56m	2.55m	6mm	HT/CU/CC
IV 707	7.15m	2.60m	6mm	HT/CU/CC
IV 757	7.65m	2.65m	6mm	HT/CU/CC
IV 808	8.15m	2.70m	6mm	HT/CU/CC
IV 858	8.65m	2.75m	6mm	HT/CU/CC
IV 909	9.15m	2.80m	6mm	HT/CU/CC
IMAGE				
5.8 Elite	6.10m	2.30m	5mm	CA
6m Elite	6.50m	2.35m	5mm	HT
6.4 Elite	6.40m	2.35m	5mm	CA/HT
7.45 Fishfinder	7.45m	2.50m	6mm	HT
7.5 Fishfinder	7.50m	2.50m	6mm	HT
8.25 Fishfinder	8.50m	2.50m	6mm	HT
8.25 Fishmaster	8.50m	2.50m	6mm	HT
8.25 MasterJet	8.73m	2.80m	6mm	HT
8.75 Fishmaster	9.00m	2.70m	6mm	HT
9.0 Fishmaster	9.25m	2.80m	6mm	HT
10.4 Cruisemaster	10.50m	3.10m	6mm	HT
11.3 Cruisemaster	11.30m	3.05m	6mm	HT
KINGFISHER				
370 Minicat	3.70m	1.80m	4mm	TL
390 Minicat	3.90m	1.80m	4mm	TL
410 Minicat	4.10m	1.95m	4nn	TL
450 Minicat	4.50m	2.07m	4mm	CC/SC/CU/TL
Kingfisher 535	5.10m	2.08m	5mm	CA/CC
510 Minicat	5.10m	2.33m	4mm	CC/SC/CU/TL
Kingfisher 595	5.80m	2.33m	5mm	CU/CC
Kingfisher 570 Powercat	5.70m	2.33m	4mm	CC
Kingfisher 620 Powercat	6.25m	2.49m	4mm	HT/CA
Kingfisher 670 Powercat	6.75m	2.49m	5mm	HT/CU
Kingfisher 725	7.00m	2.47m	5mm	HT
Kingfisher 795	7.95m	2.50m	5mm	HT
Kingfisher 820 Powercat	8.20m	3.00m	5mm	HT
Kingfisher 925	9.25m	3.05m	5mm	HT
KWIKKRAFT				
470	4.70m	1.93m	3mm	CU
535	5.37m	2.10m	4mm	CU/HT
585	5.95m	2.18m	5mm	CU/HT
615	6,45m	2.38m	5mm	HT
665	6.97m	2.43m	5mm	HT
740	7.40m	2.58m	5mm	HT
795	7.95m	2.70m	5mm	HT
LAZERCRAFT				
490 Ski	5.00m	2.00m	5mm	RU
580 Divemaster / CC	5.80m	2.30m	5mm	RU/CC
600 GT	6.00m	2.35m	5mm	CA
650 Limited / Sportfisher	6.50m	2.30m	5mm	CA/HT
700 Limited / Sportfisher	7.00m	2.25m	5mm	HT
MAKAIRA				
Makaira Gen3 750	7.5m	2.47m	8mm	HT
Makaira Gen3 800	8.0m	2.73m	8mm	HT
Makaira Gen3 850	8.6m	2.87m	8mm	HT
Makaira Gen3 900	9.0m	2.87m	8mm	HT
Makaira Gen3 950	9.5m	3.06m	8mm	HT
Makaira Gen3 1000	10.0m	3.06m	8mm	HT
MACHINA				
Machina 551	5.73m	2.0m	5mm	CA
Machina 661	6.80m	2.40m	6mm	HT
Machina 701	7.25m	2.40m	6mm	HT
Machina 731	7.50m	2.40m	6mm	HT
Machina 771	8.00m	2.50m	6mm	HT

Make/Model	LOA	Beam	Hull Const	Type

MARCO BOATS
www.marcoboats.co.nz - 07 889 7083

Make/Model	LOA	Beam	Hull Const	Type
MARCO				
400 Tiller	4.00m	1.90m	4mm	TS/CO
420 Tiller	4.20m	1.90m	4mm	TS/CC/RU
440 Angler/Thresher	4.40m	2.10m	4mm	CC/CA/RU/TS/CO
480 Angler/Thresher	4.90m	2.10m	4mm	CC/CA/RU/TS/CO
520 Angler/Thresher	5.20m	2.10m	4mm	CC/CA/RU/TS/CO
550 Striker	5.20m	2.25m	5mm	CC/CA/RU
600 Striker/Souwester	6.00m	2.20m	5mm	CC/CA/HT
625 Striker/Souwester	6.25m	2.33m	5mm	CC/CA/HT
650 Souwester	6.50m	2.49m	6mm	CC/HT/WA
700 Souwester	7.40m	2.49m	6mm	CC/HT/WA
725 Souwester	7.80m	2.49m	6mm	CC/HT/WA
750 Souwester	8.20m	2.65m	6mm	CC/HT/WA
800 Souwester	8.80m	2.70m	6mm	HT
880 Souwester	9.30m	2.90m	8mm	HT
950 Souwester	10.0m	3.0m	8mm	HT

McLAY BOATS
www.mclayboats.co.nz - 03 417 8135

Make/Model	LOA	Beam	Hull Const	Type
MCLAY				
Fortress 491 Wide Body	4.90m	2.20m	5mm	TS/CO
Fortress 531 Wide Body	5.30m	2.20m	5mm	TS/CO
Fortress 601	6.10m	2.20m	5mm	CO
Sportsman Package 461	4.60m	1.85m	5mm	RU
Sportsman Package 521	5.18m	2.00m	4mm	CA
Sportsman Package 551	5.50m	2.08m	4mm	CA
Sportsman Package 571	5.65m	2.20m	4mm	CA
Sportsman Package 591	5.95m	2.20m	5mm	CA/HT
Sportsman Package 591XL	6.15m	2.20m	5mm	HT
CrossXover 561	5.60m	2.08m	5mm	CA
CrossXover 581	5.80m	2.20m	5mm	CA
CrossXover 601	6.00m	2.28m	5mm	CA
CrossXover 611	6.10m	2.28m	5mm	HT
CrossXover 651	6.60m	2.30m	5mm	HT
Cruiser 701 Gen 11	7.05m	2.35m	5mm	HT
Cruiser 751 Gen 11	7.50m	2.45m	5mm	HT
Cruiser 801 Gen 11	8.01m	2.48m	6mm	HT
Raptor Amphibious 741	7.40m	2.35m	6mm	HT
Walk Round 1100	11.40m	3.09m	6mm	HT
MIDWEST				
420	4.20m	1.57m	3mm	TL/CC
7500	7.50m	2.49m	8mm	WA/HT
OCEANCRAFT				
7.1 Alloy	7.75m	2.30m	5mm	HT/AMPH
OFFSHORE				
650 Pro Dive	6.50m	2.50m	8mm	CU
Offshore 650	6.50m	2.50m	8mm	HT
Offshore 750	7.50m	2.50m	8mm	HT
ORCA				
3.8	3.80m	1.60m	3mm	TS
4.5	4.50m	2.05m	4mm	TS/CA/CC
5.4	5.40m	2.33m	5mm	C
6	6.00m	2.40m	5mm	CA/HT/CC
7	7.00m	2.40m	5mm	CA/HT/CC
7.0 Party	7.00m	2.40m	3mm	PB
8.0 Party	8.00m	2.50m	3mm	PB
Seablade 19	6.52m	2.25m	5mm	CC
Seablade 22	6.70m	2.43m	5mm	CC
Seablade 24	8.29m	2.65m	5mm	CC
Orca 6200 Walkaround	6.20m	2.40m	5mm	CA
PINNACLE				
Pinnacle 720	7.22m	2.50m	6mm	HT
Pinnacle 830	8.30m	2.50m	6mm	HT
Pinnacle 930	9.30m	2.80m	8mm	HT

PUREKRAFT
www.purekraftboats.co.nz - 07 282 7188

Make/Model	LOA	Beam	Hull Const	Type
PUREKRAFT				
480 Centre Console	4.95m	1.97m	5mm	CC
560 Centre Console	5.80m	2.16m	5mm	CC
600 Centre Console	6.15m	2.33m	5mm	CC
650 Cross Cab	6.67m	2.40m	6mm	XCAB/CC/HT
700 Hardtop	7.20m	2.50m	6mm	HT
750 Centre Console	7.70m	2.60m	6mm	CC/CAB/HT
850 Cross Cab	8.70m	2.75m	6mm	CAB/HT/CC

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ALLOY BOAT LISTING 2023

Make/Model	LOA	Beam	Hull Const	Type
QUINTREX				
310 Dart	3.20m	1.41m	1.6mm	TS
350 Explorer	3.58m	1.45m	1.6mm	TS
350 Dart	3.64m	1.49m	1.6mm	TS
370 Explorer	3.75m	1.50m	1.6mm	TS
370 Dart	3.80m	1.58m	1.6mm	TS
390 Explorer	3.85m	1.79m	1.6mm	TS
400 Dart	4.00m	1.69m	1.6mm	TS
420 Busta	4.21m	2.09m	3mm	TS
420 Renegade	4.43m	2.08m	3mm	SC
460 Renegade	4.48m	2.22mm	3mm	SC
430 Fishabout	4.57m	2.14m	3mm	RU
450 Fishabout Pro	4.78m	2.14m	3mm	RU
490 Renegade	5.17m	2.25m	3mm	SC
RADIAN				
6 HT Vanguard	5.50m	2.55m	6mm	HT
6.7 HT Nordarc	6.70m	2.55m	6mm	HT
7.0 HT Vanguard	7.50m	2.55m	6mm	HT
7.7 HT Nordarc	7.70m	2.55m	6mm	HT
8 HT Vanguard	8.50m	2.55m	6mm	HT
8.7 HT Nordarc	8.70m	2.55m	6mm	HT
RAMCO				
4750 Prelude /Sportsman	4.75m	2.05m	4mm	CA
5050 Prelude / Sportsman	5.05m	2,10m	4mm	CA
5450 Prelude	5.45m	2.10m	4mm	CA
5800 Interceptor	5.80m	2.25m	5mm	CA
6020 Fisherman	6.02m	2.20m	5mm	HT
6250 Fishmaster	6.25m	2.33m	5mm	HT
7010 Provider	7.01m	2.50m	5mm	HT
7450 Seahunter	7.45m	2.50m	5mm	HT
8450 Ultimate	8.45m	2.50m	5mm	HT
9000 Ultimate XL	8.95m	2.85m	6mm	HT
SCORPION				
360 Dinghy	3.60m	1.80m	3mm	TS
400 Dinghy	4.10m	1.90m	3mm	TS
440 Runabout	4.40m	1.90m	3mm	RU
470 CC	4.70m	2.17m	4mm	CA/CC
500 Bowrider	4.80m	2.17m	4mm	RU
525 Cuddy/Profish	5.35m	2.20m	5mm	CA/CC
620	6.10m	2.30m	5mm	CC/HT
650 Hardtop	6.50m	2.45m	5mm	HT
665 Hardtop	6.65m	2.50m	5mm	HT
700 Hardtop	7.00m	2.50m	5mm	HT
670 Wheelhouse	6.70m	2.40m	5mm	HT
720 HT	7.20m	2.50m	5mm	HT
780 HT	7.80mm	2.50m	6mm	HT
890 Wheelhouse	8.89m	2.80m	6mm	HT
SEASPRAY				
SLM370	3.70m	1.50m	3mm	TS
SLM430T	4.30m	1.70m	3mm	TS
SLM430W	4.30m	1.70m	3mm	RU
SL450T	4.65m	1.90m	3mm	RU

seaboss
www.seaboss.co.nz - 0800 95 95 90

Make/Model	LOA	Beam	Hull Const	Type
SEABOSS				
550	5.50m	2.42m	5mm	CA
620	6.20m	2.42m	5mm	CA/HT
670	6.70m	2.42m	5mm	CA/HT
700	7.00m	2.50m	5mm	CA/HT/CA
SENATOR				
Typhoon 760	8.0m	2.5m	6mm	HT
Typhoon 800	8.35m	2.7m	6mm	HT
Typhoon 920	9.3m	2.7m	6mm	HT
SOUTHERN				
XP646 / XF 646	6.85m	2.50m	5mm	HT
XF735	7.35m	2.50m	5mm	HT
XP696	7.35m	2.50m	5mm	HT
XF726 / XP726	7.65m	2.50m	5mm	HT
XP746	7.75m	2.50m	5mm	HT
XP776	8.15mm	2.50m	6mm	HT
XP756	8.10m	2.50m	6mm	HT AMPH
XP816	8.55m	2.50m	6mm	HT
XP856	8.95m	2.90m	6mm	HT
XP896	9.00m	2.90m	6mm	HT
STRYDA				
600C	6.43m	2.58m	5mm	HT
SURTEES				
495 Workmate	4.95m	2.01m	4mm	CA/CC
540 Workmate	5.4m	2.19m	5mm	CA/CC/HT
575 Workmate	5.75m	2.15m	5mm	CA/CC/HT
610 Workmate	6.10m	2.26m	5mm	HT/CC/CA
650 Workmate	6.50m	2.37m	6mm	HT/CC/CA
700 Workmate	7.00m	2.37m	6mm	HT/CC/CA
610 Game Fisher	6.10m	2.26m	5mm	HT
650 Game Fisher	6.50m	2.37m	5mm	HT
700 Game Fisher	7.00m	2.37m	6mm	HT
750 Game Fisher	7.50m	2.50m	6mm	HT
800 Game Fisher	8.00m	2.70m	6mm	HT

Make/Model	LOA	Beam	Hull Const	Type
ULTIMATE				
Ultimate 14	4.0m	1.8m	4mm	TS/CC
Ultimate 16	5.10m	2.05m	6mm	SC/CC/CA
Ultimate 18	6.05m	2.30m	5mm	CA/CC/SC/HT
Ultimate 21	6.35m	2.45m	6mm	HT/CC
Ultimate 21 Elite	6.35m	2.45m	6mm	HT/CC
Ultimate 25 Elite	7.25m	2.55m	6mm	HT/CC/SC
Ultimate 27 Elite	8.50m	2.80m	6mm	HT
WHITE POINTER				
6.20 Sports Hard Top	6.20m	2.35m	6mm	HT/CA
660 Sports Hard Top	6.60m	2.45m	6mm	HT/CA
7m Sports Hard Top	7.20m	2.45m	6mm	HT/CA
7m Sports Cruiser	7.20m	2.45m	6mm	HT/CA
730 Sports Cruiser	7.40m	2.45m	6mm	HT/CA
750 Custom Cruiser	7.60m	2.50m	6mm	HT/CA
8m Sports Cruiser	8.20m	2.50m	6mm	HT/CA
840 Pro Sportsman	8.40m	2.75m	6mm	HT/CA
840 Sports Cruiser	8.40m	2.75m	6mm	HT/CA
840 Pro Sportsman	8.40m	2.75m	6mm	HT/CA
870 Sport Cruiser	8.70m	2.75m	6mm	HT/CA
870 Pro Sportsman	8.70m	2.75m	6mm	HT/CA
850 Sports Cruiser	8.80m	2.50m	6mm	HT/CA
850 Custom Cruiser	8.80m	2.50m	6mm	HT/CA
920 Custom Cruiser	9.20m	2.90m	6mm	HT/CA
940 Pro Sportsman	9.40m	2.90m	6mm	HT/CA
970 Pro Sportsman	9.70m	2.90m	6mm	HT/CA
1050 Pro Sportsman	10.50m	3.10m	6mm	HT/CA
All models avaliable in 8mm				
ALLOY BOAT PONTOON				
ADVENTURE				
Adventure 1430	4.30m	1.45m	3mm	TS
Adventure 1450	4.50m	1.75m	4mm	TS/CC/CA
AQUALINE				
435	4.35m	1.95m	3mm	TS
495	5.07m	2.02m	4mm	CA
545	5.52m	2.18m	4mm	CA

Make/Model	LOA	Beam	Hull Const	Type
565	5.65m	2.32m	4mm	HT
595	5.95m	2.40m	4mm	HT
645	6.47m	2.45m	5mm	HT
705	7.20m	2.50m	5mm	HT
780	7.77m	2.50m	5mm	HT
860	8.55m	2.50m	5mm	HT
890	9.00m	2.80m	5mm	HT
1080	10.80m	3.10m	6mm	HT
ASSAULT				
672 APB	6.72m	2.40m	5mm	HT
692 APB	6.92m	2.50m	5mm	HT
BLUEFIN				
420 APB	4.20m	1.87m	3mm	TS
480 APB	4.80m	1.87m	3mm	TS
COMMANDO				
3.1 Trooper	3.10m	1.72m	3mm	TS
3.6 Trooper Delux	3.60m	1.72m	3mm	TS
3.6 Trooper	3.60m	1.72m	3mm	TS/CA
3.9 Trooper	4.20m	1.72m	3mm	TS/CA
3.9 Trooper Sport	4.20m	1.72m	3mm	CA/CC
5.4 Trooper	5.40m	2.22m	4mm	CA/CC
5.8 Wide Body	5.80m	2.26m	5mm	CA
7.5 Silverado	7.50m	2.48m	6mm	CA
8.5 Trooper	8.50m	2.58m	6mm	CC
DNA				
300 D	3.03m	1.01m	3mm	TS
420	3.90m	1.71m	3mm	TS/CC
440 JetX	4.40m	1.71m	4mm	CC
450	4.50m	1.71m	4mm	CC/CA
480 XC	4.60m	2.02m	4mm	CA
480 JetX	4.80m	2.05m	5mm	CC
515 CCX	5.15m	2.13m	4mm	CC/CA
535 XC	5.35m	2.15m	4mm	CA
570 XHT	5.70m	2.27m	4mm	HT
660 XHT	6.60m	2.47m	5mm	HT
680 XHT	6.80m	2.47m	5mm	HT
730 XHT	7.30m	2.50m	6mm	HT

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ALLOY BOAT LISTING 2023

Make/Model	LOA	Beam	Hull Const	Type
DREADNORT				
V4000	4.00m	1.81m	4mm	TL

Make/Model	LOA	Beam	Hull Const	Type
D4000	4.00m	1.81m	4mm	CC
V4500	4.50m	2.05m	4mm	CC
V5500	5.65m	2.40m	5mm	CC
V6000	6.00m	2.45m	5mm	HT
V6500	6.50m	2.50m	5mm/6mm	HT
V7500	7.50m	2.65m	5mm/6mm	HT
V8500	8.50m	3.10m	5mm/6mm	HT

FREWZA Boats
www.frewzaboats.co.nz - 03 214 1021

Make/Model	LOA	Beam	Hull Const	Type
FREWZA				
4.1	4.10m	1.75m	3mm	TS
F14	4.40m	1.75m	3mm	CA/CC/TS
F15	4.85m	2.00m	4mm	CA/CC/TS
F16	5.15mm	2.00m	4mm	CA/CC/TS
F18	5.75m	2.25m	4mm	CA/CC/HT
F21	6.30m	2.30m	5mm	HT/CA/CC
F22	6.80m	2.30m	5mm	HT
IMAGE				
7.08	7.08m	2.36m	6mm	HT
KIWI KRAFT				
470	4.70m	1.93m	3mm	CU
535	5.37m	2.10m	4mm	CU/HT
585	5.95m	2.0m	5mm	CU/HT
615	6.45m	2.38m	5mm	HT
665	6.97m	2.40m	5mm	HT
740	7.40m	2.50m	5mm	HT
795	7.95m	2.70m	5mm	HT
MIDWEST				
580	5.80m	2.47m	5mm	HT
OCEANPRO				
460	4.60m	1.83m	3mm	TS/CC
460HD	4.60m	1.83m	4mm	CC
470	4.70m	1.83m	4mm	CU
520	5.20m	2.07m	4mm	CC/CU
530	5.30m	2.07m	4mm	HT
ORCA				
3.8	3.80m	1.60m	3mm	TS
4.5	4.50m	2.05m	4mm	TS/CA/CC
5.4	5.40m	2.33m	5mm	CA
6	6.00m	2.40m	5mm	CA/HT/CC
7	7.00m	2.40m	5mm	CA/HT/CC
7.0 Party	7.00m	2.40m	3mm	PP
8.0 Party	8.00m	2.50m	3mm	PP

OSPREY
BOATS NEW ZEALAND
www.osprey.co.nz - 03 548 7887

Make/Model	LOA	Beam	Hull Const	Type
OSPREY				
Osprette 380E/S/SC/FS	4.00m	1.68m	2.5mm	TS/CO/CA
Osprette 420E/S/SC	4.50m	1.95m	3mm	TS/CO/CA
450C/CC/SC	5.00m	2.15m	4mm	TS/CO/CA
495C/CC/SC	5.20m	2.25m	4mm	CC/CA
520C/CC/SC	5.20m	2.25m	4mm	HT
565C/CC/HT	5.65m	2.25m	4mm	CA/CC/HT
590C/CC	5.90m	2.25m	5mm	HT/CA
610HT	6.10m	2.25m	5mm	HT
650HT/WR	6.50m	2.50m	5mm	CA
Classic / Plus 700	7.00m	2.50m	5mm	CA/HT
Classic / Plus 750	7.50m	2.50m	6mm	HT
Plus 800HT	8.00m	2.50m	6mm	HT

ALLOY BOAT LISTING 2023

Make/Model	LOA	Beam	Hull Const	Type
Plus 850HT	8.50m	2.50m	6mm	HT
Plus 750HT WIDE	7.50m	2.80M	6mm	HT
Plus 800HT WIDE	8.00m	2.80M	6mm	HT
Plus 850HT WIDE	8.50m	2.80m	6mm	HT
Plus 890HT WIDE	8.90m	2.80m	6mm	HT
Plus 980HT WIDE	9.80m	2.80m	6mm	HT

PROFILE

Make/Model	LOA	Beam	Hull Const	Type
1401	4.30m	1.74m	3mm	TS/CC/CA
465C	4.65m	1.80m	4mm	CA
545C	5.45m	2.00m	4mm	CA
585C	5.85m	2.14m	5mm	CA
585CC	5.85m	2.14m	5mm	CC
585H	5.87m	2.14m	5mm	HT
600H	6.00m	2.25m	5mm	HT
635H	6.40m	2.30m	5mm	HT
735H	7.35m	2.31m	6mm	HT
750HW	7.50m	2.60m	6mm	HT
780HW	7.80m	2.66m	6mm	HT
940HW	9.40m	2.73m	6mm	HT

SENATOR
www.senatorboats.com - 0800 SENATOR

SENATOR

Make/Model	LOA	Beam	Hull Const	Type
IS 400	4.10m	1.80m	3mm	TS
RC 450	4.74m	1.87m	4mm	CA
RC 480	5.04m	1.87m	4mm	CA
RC 500	5.30m	1.52m	4mm	CA
RC 520/RCC 520	5.50m	1.98m	4mm	CA/CC
RC 540	5.70m	1.98m	4mm	CA
RC 580	6.12m	2.18m	5mm	CA
RCC 580	6.13m	2.20m	5mm	CC
RH 580	6.13m	2.20m	5mm	HT
RH 620	6.45m	2.38m	5mm	HT
RH 650	6.75m	2.38m	5mm	HT
RH 690	7.13m	2.49m	6mm	HT
RH 770	7.93m	2.49m	6mm	HT
RH 780	7.97m	2.70m	6mm	HT
RH 860	9.90m	2.70m	6mm	HT
RH 770 Stealth	8.24m	2.49m	6mm	HT/AMPH
RH 690 Stealth	7.50m	2.49m	6mm	HT/AMPH

SCORPION

Make/Model	LOA	Beam	Hull Const	Type
392	3.92m	1.90m	4mm	RU
Oceanpro 460	4.60m	1.83m	4mm	CC
455	4.55m	1.90m	4mm	CA
530	5.30m	1.90m	4mm	CA
600	6.00m	2.30m	5mm	CA/HT

STABICRAFT

Make/Model	LOA	Beam	Hull Const	Type
1450 Explorer	4.42m	1.89m	3mm	TS
1450 Frontier	4.42m	1.89m	3mm	SC

MERCURY
STABICRAFT
HALF-PINT

Make/Model	LOA	Beam	Hull Const	Type
1550 Frontier	4.72m	2.02m	4mm	SC
1550 Fisher	4.72m	2.02m	4mm	CA
1850 Fisher	5.40m	2.16m	4mm	CA
1850 Supercab	5.60m	2.40m	4mm	HT
2050 Supercab	6.27m	2.31m	5mm	HT
2100 Supercab	6.40m	2.30m	5mm	HT
2250 Ultra Centrecab	6.85m	2.54m	4mm	HT
2250 Ultracab WT	6.85m	2.54m	4mm	HT
2400 Supercab	7.32m	2.30m	6mm	HT
2500 Ultracab XL	7.62m	2.55m	6mm	HT
2750 Ultra Centrecab	8.38m	2.49m	6mm	HT

JET BOATS

COAST CRAFT

Make/Model	LOA	Beam	Hull Const	Type
560	6.00m	2.20m	6mm	CA
720	7.50m	2.50m	6mm	HT

HAMILTON MARINE

Make/Model	LOA	Beam	Hull Const	Type
HJ 132	4.20m	1.80m	5mm	RU
HJ 141	4.55m	1.90m	5mm	RU
HJ 151	4.60m	1.90m	5mm	RU
Jet 470	4.70m	1.50m	5mm	RU
HJ 152	4.60m	1.75m	5mm	RU
HJ 161	5.00m	1.90m	5mm	RU
HJ 191	5.90m	1.90m	5mm	RU

JETTEC

Make/Model	LOA	Beam	Hull Const	Type
JT320	3.20m	1.53m	5mm/12mm	RU
JT360	3.60m	1.53m	5mm/12mm	RU
JT385	3.85m	1.53m	5mm/12mm	RU
JT400	4.00m	1.53m	5mm/12mm	RU
JT420	4.20m	1.53m	5mm/12mm	RU
JT440	4.40m	1.68m	5mm/12mm	RU
JT460	4.60m	1.68m	5mm/12mm	RU
JT580 Crusade	5.80m	1.85m	5mm/12mm	RU
JT580 Viking	5.80m	1.85m	5mm/12mm	BR

KeelowCraft BOATS
www.keelowcraft.co.nz - 03 208 9995

KEELOW

Make/Model	LOA	Beam	Hull Const	Type
Riverwild 320	3.20m	1.37m	5mm	RU
Riverwild 380	3.20m	1.37m	5mm	RU
Riverwild 420	4.20m	1.45m	5mm	RU
Riverwild 450	4.50m	1.50m	5mm	RU
Riverwild 480	4.80m	1.54m	5mm	RU
Riverwild 560	5.60m	1.80m	6mm	RU
Voyager 560	5.60m	1.80m	6mm	CA
Highlander 470	4.70m	1.47m	5mm	HT

KWIKKRAFT

Make/Model	LOA	Beam	Hull Const	Type
460 Performer	4. 60m	2.1m	8mm	RU
470 Performer	4.70m	2.2m	8mm	RU
500 Adventurer	5.00m	2.30m	8mm	RU
5500 SL	5.50m	2.35m	8mm	RU
5800 RL	5.80m	2.35m	8mm	RU

MACKRAFT

Make/Model	LOA	Beam	Hull Const	Type
Adventure 480	4.80m	1.65m	8mm	RU

RAPID RUNNER

Make/Model	LOA	Beam	Hull Const	Type
RR 420	4.20m	1.82m	10mm	RU
RR 440	4.40m	1.84m	10mm	RU
RR 460 Wide Body	4.60m	1.92m	10mm	RU
RR 460	4.60m	1.88m	10mm	RU

SCOTT

Make/Model	LOA	Beam	Hull Const	Type
3.30 Puddle Hopper	3.30 m	1.46 m	10mm	RU
3.55 Puddle Hopper	3.55 m	1.46 m	10mm	RU
3.55 Scud	3.55 m	1.46 m	10mm	RU
3.70 Puddle Hopper	3.70 m	1.46 m	10mm	RU
3.70 Scud	3.70 m	1.46 m	10mm	RU
3.90 River Boat	3.90 m	1.53 m	10mm	RU
3.70 Scud	3.70 m	1.46 m	10mm	RU
4.30 River Boat	4.30 m	1.64 m	12mm	RU
3.70 Scud	3.70 m	1.46 m	10mm	RU
4.45 River Boat	4.45 m	1.64 m	12mm	RU
4.45 Cross Over	4.45 m	1.64 m	12mm	RU
4.55 Scud	4.55 m	1.64 m	12mm	RU
4.60 River Boat	4.60m	1.64 m	12mm	RU
4.60 Cross Over	4.60m	1.64 m	12mm	RU
4.60 Scud	4.60m	1.64 m	12mm	RU
5.10 Sea Scud	5.10 m	1.96 m	12mm	RU
6.50 Sea Scud	6.50 m	1.96 m	12mm	RU
13' 6 Sprint Boat	13' 6"	1.35 m	5mm	RU

WATTSCRAFT

Make/Model	LOA	Beam	Hull Const	Type
3m	3.05m	1.54m	6mm	RU
3.3m	3.34m	1.60m	8mm	RU
3.6m	3.59m	1.76m	10mm	RU
3.8m	3.81m	1.88m	10mm	RU
4.3m	4.28m	1.87m	10mm	RU
4.6m	4.58m	1.94m	12mm	RU

CC = CENTRE CONSOLE
CA = CABIN
RU = RUNABOUT
HT = HARDTOP
CO = CONSOLE
CU = CUDDY CABIN
TS = TILLER STEER
PP = PARTY PONTOON

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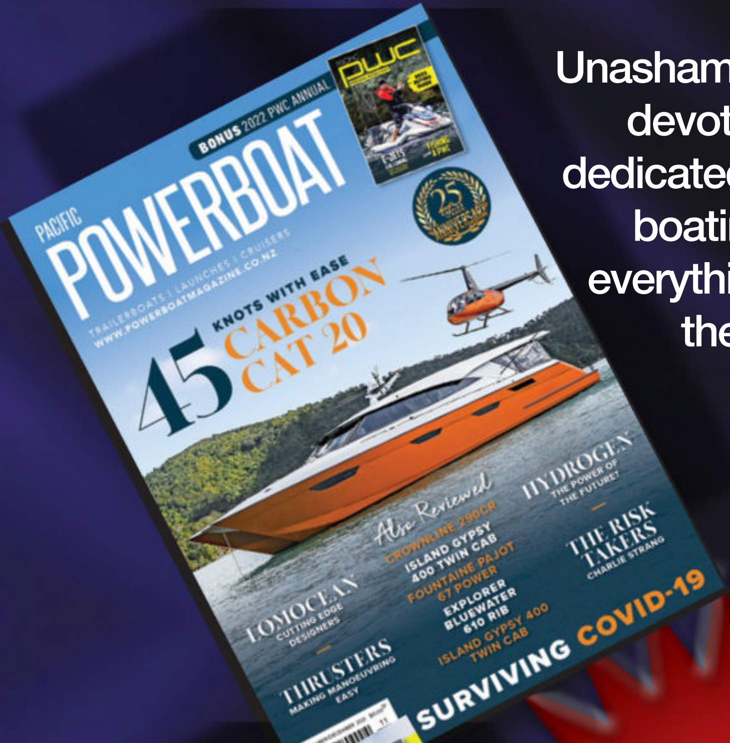

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